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CONFIDENTIAL CORRESPONDENCE
OF
GUSTAVUS VASA FOX

G. V. Fox.
Asst. Secy
1861 – 66

CONFIDENTIAL CORRESPONDENCE

OF

GUSTAVUS VASA FOX

ASSISTANT SECRETARY

OF THE NAVY

1861–1865

EDITED BY

ROBERT MEANS THOMPSON

AND

RICHARD WAINWRIGHT

VOLUME I

NEW YORK
PRINTED FOR THE NAVAL HISTORY SOCIETY
BY THE DE VINNE PRESS
M·DCCC·XVIII

Gustavus Vasa Fox

FROM A PHOTOGRAPH

CONFIDENTIAL CORRESPONDENCE
OF
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ASSISTANT SECRETARY
OF THE NAVY

1861–1865

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ILLUSTRATION

PORTRAIT OF GUSTAVUS VASA FOX
(TAKEN FROM A PHOTOGRAPH)
Frontispiece

PREFACE

THE letters printed herein are selected from the "Fox Papers," whose publication has long been hoped for by the "Navy." Mrs. Fox, by her will, left these papers to her nephews, Woodbury, Montgomery and Gist Blair, who have wisely retained them until the opinions as well as the deeds of the men who controlled the sea for us in the fateful years from '61 to '65, have become history.

The Messrs. Blair have given the Naval History Society the privilege of publishing these letters, and to us has been entrusted the duty of selecting from the papers those that should be published at this time. The unpublished letters can be consulted by students of history in the Library of the Naval History Society.

We were instructed to prepare two volumes, but we have found it impossible to compress the wealth of material in our hands into so small a space. Thus the editors have prepared three volumes. In the collating of the original papers, and in the editing, great assistance has been rendered by Miss Marie Bayless, the Librarian of the Society.

As the accomplished editor of the "Spencer Papers," published by the Navy Records Society of London, well says:

"The process of arranging the papers for publication was attended with the usual difficulties. A simple chronological presentation would have been easy

enough, but would scarcely have served the purpose for which the Society exists. If such papers are to be of real and general service in illustrating the principles of naval and maritime warfare, an arrangement by subjects is imperative. At the same time, if the chronological arrangement is ignored altogether, the mutual reactions of the various theatres of operation are lost and it becomes difficult to see the war, to which the papers relate, as a whole, every part of which necessarily deflected or assisted every other part. An attempt therefore at a compromise has been made by grouping the papers under selected subject-heads and arranging these groups as far as possible in their proper sequence."

The letters published in this volume were written to Fox and by him while he was Assistant Secretary of the Navy. We have grouped together those describing or referring to the operations of the different fleets, under the name of the Flag Officer commanding, leaving a part of each book for specimens of Fox's miscellaneous correspondence, of which there is an enormous bulk. The writers were leaders in the Cabinet, the Senate, the Army and Navy and civil life. Many of them were Fox's shipmates when he was in the Navy. Nearly all were intimate friends, and their letters, written in the confidence of personal intimacy, express the opinions of the writers as no official report could. They wrote about great men and events with much freedom. Their opinions, founded, as they often were, on mistaken or insufficient information, were in some cases wrong, but what these men thought then, is history now.

Letters in each group are arranged chronologically, so that the reader can readily grasp the multitude and variety of questions that were presented daily to Fox for consideration and decision.

Gustavus Vasa Fox had, amongst the men of his day, the reputation of being a great man, yet he occupied a minor position, and the only expedition that he commanded—namely, the expedition for the relief of Fort Sumter—failed, although through no fault of his own. Other expeditions that he planned, and which he hoped would accomplish great things, failed also. The monitors, which he did so much to perfect, did not accomplish what he expected of them, largely due to lack of good material and competent workmen to produce them.

Like his great namesake, Charles James Fox of England, he was so busy doing things that he had little time for writing things, so unfortunately we have very few of his letters, but every one that we have is evidence that his friends were right, and that he was a great man. His letters to his wife are the letters of an ardent lover. His letters to politicians show that he was more than a politician: he was a statesman. His letters to Naval Officers show that he was a seaman, full of all the knowledge of the sea and its ways. His letters to the Superintendent of the Naval Academy show that he inspired much of the method and the training that has given us that fine body of men—the graduates of the U. S. Naval Academy. It was Fox who first suggested eliminating rum from the seaman's rations; it was Fox who inspired naval architects to consider beauty in their designs for men-of-war as well as utility. His letters to Ericsson and Steimers show that he was a great engineer, not only with the imagination of the inventor, but with the practical capacity of the mechanical engineer.

And the man to whom Lincoln, Seward, Blair, Welles, Farragut, Porter, Dupont, Goldsborough,

Davis, Dahlgren, McClellan, Bache, Barnard, Burnside, Butler, Grimes, Forbes and many other men prominent in every walk of life wrote, as a friend and trusted adviser, must have had that quality which we call greatness.

ATTEMPTED RELIEF OF SUMTER
BEGINNING OF GUSTAVUS V. FOX'S SERVICE
IN THE
NAVY DEPARTMENT
1861

GUSTAVUS V. FOX
ASSISTANT SECRETARY OF THE NAVY

Born in Saugus, Mass., June 13, 1821
Died in New York City, October 29, 1883

January	12, 1838	Appointed Midshipman.
	1840–1	Sloop *Cyane* in the Mediterranean.
	1842	Receiving ship *Boston.*
	1843	Sloop *Saratoga* on coast of Africa.
	1844	Naval School, Philadelphia.
	1845	Passed Midshipman, sloop *Preble.*
	1846	Waiting orders.
	1847	Brigantine *Washington,* Coast Survey.
	1848	Sloop *Plymouth,* East Indies.
	1849	Acting Lieutenant, sloop *Plymouth,* E. Indies.
	1850	Sloop *Plymouth,* East Indies.
	1851	Brig *Dolphin,* East Indies.
	1853	Leave.
	1853	Mail steamer *Ohio.*
	1854	Mail steamer *Ohio.*
	1855	Mail steamer *George Law.*
	1856	On furlough; resigned, July 30, 1856.
May	9, 1861	Chief Clerk, Navy Department.
August	1, 1861	Appointed Assistant Secretary of the Navy by President Lincoln.

On May 16, 1866, Congress passed a joint resolution relative to the attempted assassination of the Emperor of Russia and appointed a Commission to convey to the Emperor congratulations on his escape. The Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy, was delegated to head this Mission.

May	22, 1866	Resigned Assistant Secretary of the Navy.
May	31, 1866	Reappointed Assistant Secretary of the Navy.
June	5, 1866	Sailed for Europe.
November	26, 1866	Expiration of appointment as Assistant Secretary.
December	13, 1866	Returned from Europe.

Assistant Secretary Fox requested that he be sent in a monitor, a class of vessels which had never yet crossed the Atlantic. The *Miantonomah,* a two-turret monitor, was chosen for the service.

[GENERAL SCOTT TO G. V. FOX]

Washington, Jan. 30, 1861.

Confidential.

Dear Sir:

I have seen your letter to Mr. Blair. Come here as soon as you can.

Yrs. respectfully

WINFIELD SCOTT.

G. V. Fox, Esqr.

[*Envelope endorsed in Mrs. Fox's writing.*—EDS.] "Gen. Scott, Feb. '61. Laid a week in the P.O., and he telegraphed and Gus went on."

[M. BLAIR TO G. V. FOX]

Wash. 31 Jany 61

Dear Fox:

I rec^{d} yours about the Tug of War yesterday and laid it before Gen^{l} Scott, who upon reading it said it had been reported by Blount and your qualifications extolled to the highest degree and that he knew no man in whose judgment of a Sailor he had more implicit confidence than in Blount. I gave him a short sketch of your personal history myself and left the letter. I rather suspect, from what appears in the papers, that there may have been already attempts and perhaps powerful attempts made to relieve Fort Sumpter upon your scheme substantially, that is, by boats from heavier vessels lying out at night. I have some doubt whether

in fact the authorities would not connive at reenforcement made in a manner not to subject them to suspicion of complicity. I cannot think the Gov. of S.C. is at all anxious to drive the Gnl Gov't to an expedition against Charleston involving a great battle between the forces of the North and South to relieve this garrison. It must come to that, if relief is not furnished in the manner you suggest. In a controversy of the sort I refer to, there must be immense destruction of life, and no one can doubt what the ultimate result must be. I can therefore well see that men of forecaste should seek to avoid bringing it to their own doors. I am not sure however that it will not come to that, and it may not in the end be the worst course. The real cause of our trouble arises from the notion generally entertained at the South that the men of the North are inferiors and the rebellion springs altogether from pride which revolts against submission to supposed inferiors. You hear these blusterers say every where that one Southern man is equal to half a dozen Yankees, and that feeling has impelled them to appeal from the Constitutional mode of determining who shall govern, to arms. They will not submit, they say, to mere numbers made up of the *Mudsills,* the factory people and shop keepers of the North. They swell just like the grandiloquent Mexicans. And I really fear that nothing short of the lesson we had to give Mexico to teach the Spanish don better manners, will ever satisfy the Southern Gascons that the people of the North are their equals even upon the field upon which they have now chosen to test the questions. And it is my deliberate opinion that nothing will do so much to secure real and permanent fraternity between the Sections as a decisive defeat on this field. It will show the Southern people that they wholly mistake the quality of the men they are taught by dema-

gogues to despise. Having taught them to respect the North, conciliatory language w^d be listened to as proceeding from kindness of feeling and not from fear and in a short time a better state of feeling w^d grow up than has ever existed between the two Sections.

I do not at all believe in the dissolution of the Union, or that the application of force involving the destruction of life to preserve the Union will so exasperate the Sections as to render reconciliation impossible. On the contrary, I believe that it is necessary to enforce the laws to prevent a deeper contempt falling upon the North than is now entertained by the South, and that having vindicated the laws and secured respect even at the cost of blood, the real good feeling which the people of the North have for the South will work off all bitterness in a short time. In other words, in this, as in all cases, I believe it is wisest and most politic to do exactly right. It is not right to suffer this noble fabric of freedom to be overthrown by demagoguery. It needs but determination in the rulers of the people to maintain and to save it from all its enemies, and with less of blood and treasure than any alarmist will believe. I am for the Union, now and forever, and against all its enemies, whether fire-eaters or abolitionists.

Love to Gin and believe me,

Yrs truly,

M. BLAIR

[G. V. FOX TO MRS. FOX]

Washington, D. C. 6th Feb. 61

D^r V.

I arrived safely last night and had an interview with the Gen^l who treated me very kindly and spoke of all your Pa's family with great affection. To-day I was to

meet the Sec'y at 11 am, but he wrote a note deferring it until 1 P.M. the hour of closing the mail so I write to my little Y.f. Blair says Anderson's fame will be nothing to mine if I succeed.

All are well here and happy. Min knows nothing of my object but thinks it connected with my steam boating. If your ma don't want me shot she must keep mum. There are spies everywhere and upon every body.

The show baby is really good deal of an institution and looks very much like Woody. Nell and Miss Betty went to a Republican party at Speaker Penningtons. N. dressed in red, looked bravely. Mrs. B. looks better than I ever saw her. Chas is here saving the Union.

I shall leave to-morrow night and reach N. Y. next morning unless I write you to the contrary.

Love to all.

Aff. Gus

[G. V. FOX TO MRS. FOX]

7th Feb., 1861

Dr. V.

I have determined to remain here a day or two longer at the earnest instigation of Aunt Minna—and as Charles will probably return with me.

I think there is a hope that S. Carolina will not attack Sumpter and that reinforcements therefore are unnecessary. I would not trust them but old Buck may know better. My plan will be adopted if it becomes certain that reinforcements must be sent. I had several interviews with the Gen[l], Secy of War and the officer from Sumpter.

Do not expect me until Sunday morning at the farthest.

All send love and your ma is certainly expected—no will not be taken.

Aff Gus

The Union looks better—

[G. V. FOX TO GENERAL SCOTT]

Feb. 8, 1861

The proposition which I had the honor to submit to you fully in person is herewith presented in writing.

Lt. Hall and myself have had several free conferences and if he is permitted by the South C. authorities to reenter Fort Sumpter, Major Anderson will comprehend the plan for his relief.

I consider myself very fortunate in having proposed a project which meets the approval of the Gen[l] in Chief and I ask no reward but the entire conduct of the part exclusive of the armed vessels. The Commander of these should be ordered to cooperate with me by affording protection and destroying their naval preparations near the bar, leaving to me as the author of the plan the actual operations of relief.

I suggest that the Pawnee be immediately sent to the Delaware breakwater to await orders. The H. Lane to be ready for sea, and some arrangement entered into by which the requisite stmr and tugs should be engaged, at least so far as not to excite suspicion.

I should prefer one of the Collins stmrs. They are now being prepared for sea and one of such a size and power as to be able fearlessly to run down any vessels which might attempt to capture us outside by *coup de main*. I could quickly engage one & have her ready to start on 24 hours notice without exciting suspicion.

I shall leave for N. York at 3 P.M. to-day and any communication previous will find me at Judge Blairs.

G. V. F.

P.S. If the Pawnee Pivot gun is landed it should certainly be remounted.

Address Lowe & Blunt F

Mem. for the relief of Fort Sumpter, by G. V. Fox.

Since the repulse of the steamer Star of the West at Charleston it may be assumed that all the channels over the bar are obstructed, but as the bar is more than four miles in length the spaces between these channels are too extensive to be closed. Therefore at high water and smooth sea the bar is perfectly accessible to vessels drawing say seven feet of water. The U. S. has no steamers of this draft. The skillfull officers at Charleston, aware of this fact, will conclude that relief must go in at high water in boats or light draft steamers incapable of bearing a very offensive armament. They will be perfectly prepared for such attempts by arming, and heavily manning all the steamers they possess and at the critical moment will throw themselves alongside the relief vessels and thus jeopardise the movement by the very detention of the conflict. To elude their vigilance or attempt a strategem however ingenious I consider too liable to failure.

I propose to put the troops on board of a large, comfortable sea steamer and hire two powerful light draft New York tug boats, having the necessary stores on board. These to be convoyed by the U.S.S. Pawnee, now at Philadelphia, and the revenue cutter Harriet Lane. (The Pawnee is the only available steam vessel of war north of the Gulf of Mexico; draws twelve feet

of water and has seven heavy guns. As a steamer she seems to be a failure, but may be got ready for this emergency—at least she is, unfortunately, our only resource.) The Harriet Lane I understand to be an excellent and efficient vessel, but either of these steamers alone may be liable to capture, by an overwhelming force.

Arriving off the bar, I propose to examine by day the naval preparations and obstructions. If their vessels determine to oppose our entrance, and a feint or flag of truce would ascertain this, the armed ships must approach the bar and destroy or drive them on shore. Major Anderson would do the same upon any vessels within the range of his guns and would also prevent any naval succor being sent down from the city.

Having dispersed this force, the only obstacles are the forts on Cummings point, and Fort Moultrie, and whatever adjacent batteries they may have, distant on either hand from mid channel about ¾ of a mile. Two hours before high water, at night, with half the force on board of each tug, within relieving distance of each other, should run in to Fort Sumpter.

[*Endorsement*] Proposition of Relief of Fort Sumpter Accepted by the Govt. Mch, 1861.

[G. V. FOX TO MRS. FOX]

Washington D.C.
Mch 19, '61

Dr V.

I am real homesick for the kind company of the dearest wife in the world—the best and the sweetest. But our Uncle Abe Lincoln has taken a high esteem for me

and wishes me to take dispatches to Major Anderson at Fort Sumpter with regard to its final evacuation and to obtain a clear statement of his condition which his letters, probably guarded, do not fully exhibit. I have really great curiosity to see the famous Fort and several of my naval intimates are there in command. Gov. Pickens may, turn me back but I think not. I leave this eve and ought to return here Sunday and N. Y. Tuesday or Wednesday. Minna thinks I am going to N. Y. and knows nothing of my visit here, though very inquisitive: be careful in all your letters. Write me Friday or Sat. and tell me how you are and all about the Dr and where you are.

Aff Gus

[GENERAL SCOTT TO G. V. FOX]

Head Qrs. of the Army
Washington, March 19, 1861

Dear Sir:

In accordance with the request contained in a note from the Secretary of War to me, of which I annex a copy, I request that you will have the goodness to proceed to Charleston S.C. and obtain permission, if necessary, to visit Fort Sumter, in order to enable you to comply with the wish expressed in the Secretary's note.

Please, on your return, to report accordingly.

I remain, with high consideration, your
most obedient servant.

Winfield Scott

G. V. Fox, Esqr.

[G. V. FOX TO MRS. FOX]

Washington D.C.
Mch. 27 '61

D. V

"Circumlocution" and delay prevents me going today so I write and will not telegraph. There being a Dr Fox in the navy I am not supposed to be the visitor by any of my friends here, though as I told you Nell smoked me out. The Tribune of yesterday has my name in full but in an out of the way place, whilst Dr. Fox of the navy is conspicuous. I hope your Ma got all our things which were lying about every where, slippers under the bureau &c. &c. In the stand of your bureau were bills, receipts &c which ought to be secured. I asked Lowery to give you money to settle up with.

Blair is nearly run to death with office seekers. They left him at 2 this morning and commenced at 8 this morning. The Prest is equally beset. I have seen Abe often, also Mrs. L. She is Lady Like, converses easily, dresses well and has the Kentucky pronunciation like old Mrs. Blair. Higbee is appointed a marine officer. Morse is to have the P.O. at Portsh and Tallock, Gov. Goodwin's Secy, is to be Collector. Nell is mighty indignant that Spalding and Laighton are out. Probably something else will be offered them, though I don't know.

[G. V. FOX TO M. BLAIR]

N. York
31 Mch. '61

Dr Judge,

I saw Mr. Aspinwall yesterday and in the evening met him and Capt. Marshall. From being for a long time most earnest in this matter, they are now astonished at the idea of Govt attempting it declaring that the time has past and that the people are reconciled to leaving this position and making the stand on Pickens &c. &c. &c. We argued the point till midnight. They propose making no move till Tuesday on account of the loan, promising that they can get me ready in time after that. I really think they doubt my word in the matter. I hope orders to the proper party for making the contracts will be sent at once. I had no chance to say to Mr. Welles that the heaviest howitzers must be put on the men of war for use in the tugs. The vital point in my opinion is a naval force that can destroy their naval preparations. All else is easy. Como Stringham is the person for the Sec'y to consult. The tugs may be obliged to go in and grapple with the enemy and the naval force must be sufficient, beyond a doubt, to accomplish it. I only suggested the three vessels as being all that were available. The navy will answer that this force is all right. I am sure of all else. I shall take ten boats in the Baltic so as to use either them or the tugs, as circumstances may require. I wish copies of the latest letters from Major Anderson, say since my visit, may be sent me, where there is any reference to matters. You have no idea of the fears existing

with these gentlemen and I am not sure that they will decline all participation. So fall away, in the hour of peril, hands and hearts that should stand by our Govt. I am real heart sick, not discouraged, at the delays, obstacles and brief time allowed for a vital measure that should have had months' careful preparations.

I called upon Mrs. Anderson. She showed me a private letter from her husband where he writes, "I have just rec^{d} a letter from Gen^{l} Beauregard wherein he says Col Lamon told Gov. Pickens that in a few days I (Major A) would be transferred to another place."

Write or telegraph me at once, 77 Nassau St. care of Lowery.

Sincerely yrs

G. V. Fox.

[G. V. FOX TO M. BLAIR]

Sunday, P.M.
31 Mch. '61

D^{r} Judge.

I am writing this at Mr. Aspinwall's house. He has just had an interview with Capt. Marshall who declines to have anything to do with the matter. This is serious as he was expected to obtain all the provisions in what is called the desiccated form. These would occupy only half the space of others, could all be carried in bags, in the boats, facilitating the landing and giving the garrison, always, fresh provisions. Ships out of N. Y. now use them. Mr. Aspinwall says we can have the Baltic but he is evidently very averse to the movement. He is now writing and will send on a special messenger who takes this. I also wrote you by

mail this morning. Mr. A. and Capt. M. say the loan would not be taken if this news leaked out which it will not here. Verbal orders having been given to me, which cannot be carried out, now Marshall declines, without placing me in immediate prominence. I give you the earliest information, that the War Dept. may give the necessary orders, which they can give Tuesday noon after the loan bids are received. All the desiccated meats &c are put into a size that will allow them to be bagged in common gunny bags of 2½ bushel size. We can also put coal into bags as we go down.

The Baltic's ten boats will hold all the men and the Provisions, in this form,—but in the ordinary form, i.e. salt, not one half. No flour should be sent, only bread. So we could use tugs or boats. Perhaps both.

The arguments of opposition to this act of solemn duty are all political. Capt. Marshall has been in Washington for two weeks and wishes to know if Mr. Seward goes for it. His only fear of success is the impossibility of getting their tugs out of the way—not difficult with an efficient naval force. Then the whole thing is child's play. I feel like abandoning my country, moving off somewhere. I am sick down to my heel.

The Baltic can be got ready in three days. Be particular about the provisions—desiccated and to go in bags, which can be done in the Baltic on the way down.

Has Major A. a range for burning wood or coal at the fort. This is important. I expect to hear from you at the earliest moment. Mr. A has written to the Prest advising no movement until the loan is taken and sends it with this note.

Very sincerely

G. V. Fox

[PRESIDENT LINCOLN TO COMMANDANT NAVY YARD, BROOKLYN]

[Telegram—Copy] Washington D. C.
April 1st, 1861
Rec'd. Brooklyn, 6.50 p.m.

Commandant of the
Navy Yard.

Fit out the "Powhatan" to go to sea at the earliest possible moment, under sealed orders. Orders by a confidential messenger go forward to-morrow.

ABRAHAM LINCOLN.

Washington,
Executive Mansion,
1st, Apl, 1861.

All officers of the army and navy to whom this order may be exhibited, will aid by every means in their power, the expedition under the command of Colonel Harvey Brown, supplying him with men and material, and cooperating with him as he may desire.

(Signed) ABRAHAM LINCOLN.

Extract from Col. Brown's instructions.

The naval officers in the Gulf will be instructed to cooperate with you in every way in order to insure the safety of Fort Pickens, Fort Jefferson and Fort Taylor.

Approved
(Signed) ABRAHAM LINCOLN

[M. BLAIR TO G. V. FOX]

Dear Fox

I have yrs of yesterday. The President wishes you to come here to shape the orders. I will write to Gnl Cameron who is now at Harrisburg to return immediately. You will have time enough to organize the expedition by coming on tomorrow night and returning Wednesday or Thursday night.

Yrs truly

BLAIR

Washington, April 1, 1861

[GIDEON WELLES TO S. L. BREESE]

[Telegram—Copy] Washington, D.C
April 1st, 1861.
Rec'd. Brooklyn 4 10 p.m.

Commodore S. L. Breese
Navy Yard

The Department revokes its orders for the detachment of the officers of the "Powhatan" and the transfer and discharge of her crew. Hold her in readiness for sea service.

GIDEON WELLES,
Secretary Navy.

[GIDEON WELLES TO COMMANDANT NAVY YARD, BROOKLYN]

[Telegram—Copy] Washington April 1st 1861
Rec'd. Brooklyn, 6.30 p.m.

Commandant, Navy Yard.

Fit out the Powhatan to go to sea at the earliest possible moment.

GIDEON WELLES,
Secretary of the Navy.

[A. H. FOOTE TO SECRETARY OF THE NAVY]

[Telegram—Copy] Brooklyn, April 1st, 1861.

Secretary of the Navy,

The "Powhatan" after landing her stores went out of commission at two o'clock. Crew on board the "North Carolina," officers mostly left with their leaves of absence. I shall agreeably to the last orders refit the "Powhatan" for sea, with quickest dispatch. As there will be but few men left not wanted for the "Powhatan," I shall not send the men to Norfolk in the chartered steamer, but remain ready to send them in the "Harriet Lane," if so ordered.

A. H. FOOTE,
For Commandant.

[M. BLAIR TO G. V. FOX]

Dear Fox

I wrote by mail just now telling you to come on as the President wishes to consult you about the shape of the orders. I think you could come here tomorrow

night and go back probably on the next day and have time to organize afterwards.

Yrs truly

M. BLAIR

Apl 1, 1861

[G. V. FOX TO GOV. PICKENS AND CAPTAIN JACKSON]

F. W. Pickens, Gov. S. C. [April 12, 1861]

Sir

The U. S. Gov^{t} has directed me to deliver a quantity of provisions to Major Anderson at Fort Sumpter, due notice of which has probably been given to you by special messenger from Washington.

Accordingly I send herewith the first load. If your batteries open fire it will be upon an unarmed boat, and unarmed men performing an act of duty and humanity.

G. V. Fox

In charge of Transport

Herewith I commence sending you the subsistence entrusted to my charge to be delivered at Fort Sumpter.

Capt. Daniel Jackson

Pilot—

Sir—

I send you to Fort Sumpter with a load of provisions to be delivered with a letter to Major A. when you will immediately return. If you are fired upon going in, turn back at once. If any one opposes your entrance deliver to that person the letter addressed to Gov. Pickens and return—if your entrance is still opposed.

Very truly,

G. V. Fox.

[G. V. FOX TO DR. LOWERY]

Washington D.C.
Ap. 3d 61

Dr Lowery—

My expedition is ordered to be got ready, but I doubt if we shall get off. Delay, indecision, obstacles.

War will commence at Pensacola. There the Govt is making a stand and if they fire upon reinforcements, already ordered to land, Fort Pickens and the ships will open upon the whole party.

Shall leave here tomorrow afternoon. Love to all.

Truly

G. V. Fox

[A. H. FOOTE TO GIDEON WELLES]

[Copy]

Navy Yard
New York
April 4/61

Sir:

Captain Meigs has called on me with a letter showing his authority from the government to have certain preparations made and things placed on board of vessels soon to go to sea, about which you are familiar; but as the orders do not come direct I make this report, but as no time is to be lost I am preparing what is called for and report my action.

I have the honor to be
in great haste Yr Obdt Servt,
A. H. Foote
For Comdt.

Hon: Gideon Welles
Sec'y of the Navy
Washington D. C.

[L. THOMAS TO COL. D. D. TOMPKINS]

War Department,
Adjutant-General's Office,
Wednesday April 4th, 1861.

Col. D. D. Tompkins,
Asst-Quartermaster
New York.

Sir:

By direction of the War Department, you will charter such vessels as Captain G. V. Fox the bearer of this, may designate, for such times and with such supplies, as he may indicate.

I am, Sir, very resp'y your ob't serv't,

L. THOMAS,
Adjutant General.

[SIMON CAMERON TO G. V. FOX]

War Department
Washington, April 4, 1861

Sir,

It having been determined to succor Fort Sumter, you have been selected for this important duty. Accordingly you will take charge of the transports provided in New York, having the troops and supplies on board, to the entrance of Charleston Harbor, and endeavor, in the first instance, to deliver the subsistence. If you are opposed in this you are directed to report the fact to the Senior Naval officer off the harbor, who will

be instructed by the Secretary of the Navy to use his entire force to open a passage, when you will, if possible, effect an entrance and place both the troops and supplies in Fort Sumter.

I am sir,
Very Respectfully Your obt. servt.
SIMON CAMERON
Sec'y of War.

Capt. G. V. Fox
Washington D. C.

[SIMON CAMERON TO G. V. FOX]

Will Mr. Fox call on me for a moment after he has rec'd his orders from Gnl Scott

SIMON CAMERON
April 4/61

Mr. Fox

[GENERAL SCOTT TO LT.-COL. H. L. SCOTT]

[Copy]

Headquarters of the Army,
Washington April 4th, 1861.

Confidential.

Lieut.-Col. H. L. Scott,
Aid-de-Camp, etc. etc.
Sir:

This letter will be handed to you by Captain G. V. Fox, ex officer of the navy, and a gentleman of high standing as well as possessed of extraordinary nautical ability. He is charged by high authority here with the command of an expedition (under cover of certain ships of war) whose object is to reenforce Fort Sumter. To

embark with Captain Fox you will cause a detachment of recruits, say about two hundred, to be immediately organized at Fort Columbus with a competent number of officers, army ammunition and subsistence; a large surplus of the latter, indeed, as great as the vessels of the expedition will take, with other necessaries will be needed for the augmented garrison of Fort Sumter. The subsistence and other supplies should be assorted like those which were provided by you and Captain Ward of the navy, for a former expedition. Consult Captain Fox and Major Eaton on the subject, and give all necessary orders in my name to fit out the expedition except that the hiring of the vessels will be left to others.

Some fuel must be shipped. All artillery implements, fuses, cordage, slow match, mechanical levers and guns, etc., etc. should also be put on board.

Consult also if necessary (confidentially) Colonel Tompkins and Major Thornton.

Respectfully yours,

WINFIELD SCOTT

[A. H. FOOTE TO GIDEON WELLES]

[Telegram] New York, April 5, 1861

To Hon. Gideon Welles
Secretary of Navy

I am executing orders received from the Government through the Navy officer as well as from the army officer. Will write fully, if possible, to-day—certainly to-morrow. I hope the Powhatan will sail this evening.

A. H. FOOTE
for Commandant.

[GIDEON WELLES TO CAPT. FAUNCE]

Navy Department, April 5th, 1861.

Capt. Faunce, Commander of U.S.
Revenue Steamer "Harriet Lane"
New York.

Sir:

The revenue steamer "Harriet Lane," having been temporarily placed under the orders of this department, you will proceed with her from New York in time to appear off Charleston bar, ten miles distant from, and due east of, the lighthouse, on the morning of the 11th instant, where you will report to Captain Samuel Mercer of the "Powhatan," for special service. Should he not be there, you will await his arrival.

Very resp'y, your obt. servt.

GIDEON WELLES
Secy of the Navy.

[GIDEON WELLES TO SAMUEL MERCER]

Navy Department
April 5th, 1861.

Captain Samuel Mercer
Com'dg. U.S.S. Powhatan, New York.

The United States steamers "Powhatan," "Pawnee," "Pocahontas," and "Harriet Lane" will compose a naval force under your command to be sent to the vicinity of Charleston S. C. for the purpose of aiding in carrying out the objects of an expedition of which the War Department has charge.

The primary object of the expedition is to provision Fort Sumter, for which purpose the War Department will furnish the necessary transports. Should the authorities of Charleston permit the Fort to be supplied, no further particular service will be required of the force under your command; and after being satisfied that supplies have been received at the Fort, the "Powhatan," "Pocahontas" and "Harriet Lane" will return to New York and the "Pawnee" to Washington.

Should the authorities at Charleston, However, refuse to permit or attempt to prevent the vessel or vessels having supplies on board from entering the harbor, or from peaceably proceeding to Fort Sumter, you will protect the transports or boats of the expedition in the object of their mission, disposing of your force in such manner as to open the way for their ingress and afford, so far as practicable, security to the men and boats, and repelling by force, if necessary, all obstructions toward provisioning the Fort and reinforcing it; for in case of a resistance to the peaceable primary object of the expedition a reenforcement of the garrison will also be attempted. These purposes will be under the supervision of the War Department, which has charge of the expedition. The expedition has been intrusted to Captain G. V. Fox, with whom you will put yourself in communication and cooperate with him to accomplish and carry into effect its object.

You will leave New York with the "Powhatan" in time to be off Charleston bar, ten miles distant from and due east of the lighthouse, on the morning of the 11th inst., there to await the arrival of the transport or transports with troops and stores. The "Pawnee" and "Pocahontas" will be ordered to join you there at the time mentioned, and also the "Harriet Lane," which

latter vessel has been placed under the control of this department for this service.

On the termination of the expedition, whether it be peaceable or otherwise, the several vessels under your command will return to the respective ports as above directed, unless some unforeseen circumstances should prevent.

I am, resp'y, your ob't servt.

GIDEON WELLES
Secretary of the Navy.

Captain Mercer took this order with him when he turned over the command to Lieut. Porter. He sent no copy to the next senior officer of the Sumter expedition. [Note by G. V. F]

[GIDEON WELLES TO J. P. GILLIS]

Navy Department
April 5th, 1861.

Commander J. P. Gillis
Com'dg U.S.S. Pocahontas,
Norfolk, Virginia.

Sir:

You will proceed to sea with the "Pocahontas," and on the morning of the 11th instant, appear off Charleston bar, ten miles distant from and due east of the lighthouse, where you will report to Capt. Samuel Mercer of the "Powhatan" for special service. Should he not be there, you will await his arrival.

I am, resp'y, your obt. servt.

GIDEON WELLES.
Secretary of the Navy.

[GIDEON WELLES TO S. C. ROWAN]

Navy Department
April 5th, 1861.

Commander S. C. Rowan,
Com'dg U.S.S. "Pawnee"
Norfolk, Va.

Sir:

After the "Pawnee" shall have been provisioned at Norfolk, you will proceed with her to sea, and on the morning of the 11th instant, appear off Charleston bar, ten miles distant from and due east of the lighthouse where you will report to Captain Samuel Mercer, of the "Powhatan," for special service. Should he not be there, you will await his arrival.

I am, resp'y, your obt. servt.

GIDEON WELLES,
Secretary of the Navy.

[G. V. FOX TO MRS. FOX]

Steam Ship Bath
Ap. 6th '61

My dearest V.

We have come to anchor just inside of Sandy Hook, being too late for the evening tide. We shall go over the bar at daylight in the morning. I feel deeply dearest wife the pain I cause you, but nevertheless I cannot shrink from a solemn duty, which, if successful is pregnant with great results for our beloved country. I am afraid we are too late, from no fault of mine, but I pray earnestly that I may be permitted to do some-

thing for a country dear to me above all others. There is no personal peril to those whom God selects to act a prominent part. I feel none, *not the least.* I confide completely in His great arm and the faithful prayers of a dear wife.

We have three officers and 200 men, I have instructions to them and the captⁿ of the ship and shall not deliver them until the pilot leaves us, so no one has the least idea of the voyage though I think it will be in tomorrow's papers. One of my tugs went to sea last night, another came near us a few minutes since and I ordered her to make the best of her way to her destination. She immediately steamed out to sea.

Our three officers are cheerful and happy, true as steel, and anxious to do their duty.

Now do not brood over the dark picture my own sweet wife. What a picture of happiness God has framed for us "together" in the past. *It will continue* if we confide in Him. I feel my mother's sublime faith, that we have but to perform our *duty,* leaving the mysterious results to be worked out in his appointed time. And now farewell, only for a short time then back to answer your prayers and trust in Him.

Goodnight dearest,

Aff Gus

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard
New York April 6/61

Sir,

Your orders of the 5th were received by Captain Mercer to-day. Captain Meigs, Lieut. Porter and Captain Mercer after consultation, concluded that

Lieut. Porter should go out in the Powhatan as the arrangements were vital to success, at least so I was informed, not being present at the consultation. A few minutes before the Powhatan sailed, I delivered a telegram to Captain Mercer, signed H. Berrian, saying that Paymaster Gulick will deliver a despatch to me this evening. But at 2½ o'clock the Powhatan sailed. At 3 o'clock, when the Powhatan was out of sight, I received a despatch directed to Lieut. Porter, from Mr. Seward, telling him to proceed *without* the Powhatan as directed in the despatch to Captain Meigs. I have sent to New York a Lieutenant with orders to charter a steamer and chase the Powhatan *unless* there is no hope of overtaking her. It is time to close the mail and I will write fully by next mail.

I have the honor, &c.

A. H. FOOTE
for Commdt

Captain Mercer leaves the Powhatan at Staten Island. I am informed that Captain Meigs has sailed this afternoon.

A. H. F.

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard,
New York, April 6/61.

Sir:

I hastily informed the Department by mail to-day of the circumstances under which the "Powhatan" sailed, with Lieut. Porter on board—Capt. Mercer taking the ship down as far as Staten Island, with the view of there handing her over to Lt. Porter; also that I had given

Capt. Mercer the telegram received from the Department informing us that Purser Gulick would arrive this evening with a dispatch. I had previously handed Capt. Mercer a sealed letter from the Department, addressed to him, which was this morning received. I further stated that Capt. Meigs, Porter and Mercer had held a consultation in reference to the orders, and the service in question. Before the Powhatan sailed, Cpt. Mercer handed me a paper stating the following:—

"Capt. Mercer has turned the command of the Powhatan over to Lieut. D. D. Porter, by order of the President, and she has gone to sea."

Capt. Mercer intends to give Capt. Faunce (of the Harriet Lane) a copy of his instructions from the Navy Department, and direct him to report to the senior naval officer he may meet with off Charleston, giving him the copy of instructions, which Capt. Mercer will certify as a correct copy. Capt. Faunce will be directed to proceed under his order, from the Department, dated April 5th, off Charleston bar, unless Capt. Faunce receives counter orders from the Department. Captains Meigs, Porter and Mercer, after consultation, determined upon this course. Captain Mercer will probably be in New York this evening, and explain himself more fully to the Department.

I also referred to having sent Lieut. Roe of the Ordnance Department to procure a steamer and if possible overhaul the Powhatan, and give Capt. Porter the dispatch sent him by Hon. Mr. Seward, but I fear that the Powhatan had then proceeded too far to be overhauled. Lt. Roe has not yet returned.

I will on Monday send a correct list of officers of the Powhatan. By the urgent request and assurance of authority on the part of Lt. Porter, as the four Master's Mates could not be shipped in time, I permitted him to

take some Lts.—an extra one. The two Lieuts. ordered without express authority of the Department were Lieut. Perry and Lieut. Smith of Philadelphia. I had heard that the first had been ordered by the Department, and as he wished to go, as well as from the entreaties of Mrs. Corinna Perry, and especially as Lieut. Porter wanted the number, I ordered him; while Lieut. Smith had before been ordered to fill up the complement and was named in a list presented to me by Lieut. Porter. The Maine officer, Lt. Browne went out in the ship, and Mr. Heap from Washington as Acting Paymaster—as Lt. Porter informed Capt. Mercer and myself on or by authority of the government.

I have the honor to be,
Very respectfully, Your obd't serv't,
(Signed) A. H. FOOTE.
for Com'd't.

Hon. Gideon Welles,
Secretary of the Navy,
Washington.

[A. H. FOOTE TO GIDEON WELLES]

Navy Yard, New York
6 P.M. Apr. 6/61

Sir:

By great exertions, highly commendable, Lieut. Roe overhauled the Powhatan and I send Lieut. Comd'g Porter's reasons as assigned, in the enclosed note, for proceeding with the ship.

I have the honor to be
Yr Obt. Servt,
A. H. FOOTE

Hon. Gideon Welles,
Sec'y of the Navy
Washington D.C.

[F. A. ROE TO A. H. FOOTE]

Saturday 5 P.M.

Sir:

The despatch entrusted to me for Lieut. Porter has been delivered into his hands. The Powhatan was below Quarantine and underway for the "narrows," when I reached her. Lieut. Porter desired me to express his regrets to you that the despatch came to his hands so late, and that it was too late to change his plans, inasmuch as the Atlantic had already gone to sea.

Respect. Yr Obt Svt

F. A. ROE

Lt.

Capt. A. H. Foote
Comdg Navy Yard
Brooklyn

[G. V. FOX TO M. BLAIR]

Baltic, 17th April
At Sea, 1861

Dr Blair,

As I have no writing materials and wish to save tomorrow's mail I use a pencil.

Monday at 6 P.M. of the 8th we dropped down to Sandy Hook and anchored for the night, being too late for the tide. One of my tugs went to sea Sunday night, another one followed the Baltic, and the 3d I left in the hands of Russell Sturgis, to send on if he could charter her, the owner, like many others, being shaky at the last moment. At 8 A.M. of the 9th inst. we discharged

the pilot and had constant steady bad weather and heavy sea. At 3 A.M. of the 12th reached the rendezvous 10 miles east of Charleston light—found only the H. Lane. At 6 A.M. saw the Pawnee coming in; boarded her and intimated to her Comd^{r} that I was going in to offer to land provisions, asked him to stand in with me. He said his orders were to remain 10 miles east of the light and await the Powhatan. I took the H. Lane as an escort, and as we drew in saw that the forts had all opened fire upon Sumpter and that Major Anderson was replying gallantly. Seeing a stm'r off the bar, supposed to be the Isabel, I notified Capt. Faunce of the H. Lane and he started after her. It proved to be the Nashville from N. York.

I stood out in the Baltic to let Capt. Rowan of the Pawnee know that firing had commenced. I met him, however, coming in. Though he had expressed himself very averse to doing anything to commence the war, he now seemed willing to go in with his vessel if we had a pilot. I advised both vessels to go close in to the swash channel and anchor, which was done, and as the heavy sea and wind had moderated a little, I thought we had better attempt a couple of boats of provisions this night, the 12th, but as the Powhatan and Pocahontas had not arrived and the Pawnee and Lane were both short of hands and we had but one gun launch, the Pawnee's, I was overruled and consented upon the gallant promise of the officers that they would escort me in after daylight in the morning, defying their batteries. This was their proposition. The vessels of war remained at anchor at the Swash whilst I stood out to the rendezvous for the night in hopes of meeting the Powhatan and Pocahontas. It blew very heavy all night with a great swell and towards morning a thick fog. As Capt. Fletcher of the Baltic returned towards the

anchorage, near daylight, he ran onto the Rattlesnake Shoal, but soon got off. The waves run so high that we were obliged to anchor some four miles outside of the war vessels, and having this sea it was impossible to load the boats. I took a boat at 8 A.M. 13th inst., and with the senior army officer Lt. Hudson, we pulled in to the Pawnee. As we drew near I saw, with horror, black volumes of smoke issuing from Sumpter. The barbarians, to their everlasting disgrace be it said, redoubled their fire, and through the flames and smoke the noble band of true men continued their response. The severe weather during the forenoon having prevented us using boats, Capt. Rowan captured an ice schooner and offered it to me to carry in the provisions and men. I accepted it and the night of the 13th I should certainly have gone in, and as certainly been knocked to pcs. My tug boats I knew could not have reached Charleston in the weather we had experienced since leaving N. York, and the Powhatan, I now learned, by a note from Capt. Mercer to Capt. Rowan, dated *the 7th* (I left the 8th, Rowan left the 9th, Gillis the 10th) that the Powhatan was "detached from duty off Charleston." As she had the 300 sailors I asked for, and the howitzers and fighting launches, and the other ships of war were simply ordered to await her arrival 10 miles off, you will see that some one determined to utterly extinguish the expedition. I do not think I have deserved this treatment, and at present will not speak as I have felt, and now feel. At about 2 P.M. the Pocahontas arrived, just in time to witness the surrender of Fort Sumpter. I immediately suggested a flag of truce to be sent to offer a passage to Major A. and his command, which was done. Had the Powhatan arrived the 12th we should have had the men and provisions into Fort Sumpter, as I had everything ready, boats, muffled oars, small packages of provisions,

in fact everything but the 300 sailors promised to me by the dept. A tug would have accomplished it, but with more risk alongside of the Fort. Capt. Foster the Eng. of Fort Sumpter says we would have got in and so does Hartstein of their navy. You know military people all told the Prest we could not get in, but if we did, the Fort was impregnable. In both instances were they wrong. Sumpter's fire had dispersed their naval preparations and they trusted entirely to their batteries and those light boats to illuminate the channel. What can be said of the builders of the fort? The burning of the officers' quarters has almost ruined the gorge wall, so that a few days more fire would have tumbled it all to pcs. One shot from Cummings point (where Cullum said it never could be breached) went entirely through the wall of the gorge. Another shot passed through an inside wall and struck below the door of the magazine, shattering the wall, so as to prevent the opening of the door, at the same time the flames nearly reached this door. In fact they all expected to be blown up. The coupe next to Cummings point is very severely handled and would soon have been a breach. So that this impregnable fort, with 33 guns and 17 mortars, playing upon it for only 34 hours, is injured $400,000 worth and actually burned as much as battered. I think these facts will make a stir, for not one was ever presented in all the discussion we had. The officers and men from the Major down have covered themselves with glory. A fort of 60 fighting men, surrounded by 9000 men, and a circle of fortifications kept up the first day gun for gun with them and on the 2 replied, though from 8 A.M. until 2 P.M. the fort was a mass of smoke through which, and in which, they fought.

I told the Major how anxious the Prest was that they (S.C.) should stand before the civilized world as hav-

ing fired upon bread, yet they had made the case much worse for themselves as they knew the Major would leave the 15th at noon for want of provisions (see his correspondence), yet they opened upon 60 men and continued it whilst the fort was burning. The "World" (N. Y.) correspondent came down in the H. Lane and is now with us, and as he is the only reporter on board and is continually with the officers I imagine he will have a faithful account. As several ships brigs and schooners and one N. Y. stmr were detained at the bar by the conflict, it was believed to be a whole fleet for the relief of Sumpter with 9000 men on board. Whereas there was the Pawnee and H. Lane with *one* 12 lb. launch gun and on board the Baltic 200 RECRUITS only two or three of whom ever saw a gun, sent by the Gen[l] in Chief, and the flag ship with her power and efficiency sent away without any intimation conveyed to the other vessels, all of which sailed *subsequently* to this change. Sunday the Major delivered up the fort after saluting his flag with 50 guns, which he intended to be 100, but a premature explosion killed two men and wounded three others, the only casualties of the whole battle. Monday, at noon, he and his command, and the flag (I enclose a pce) came off in the Isabel stmr and were transferred to this vessel when we sailed, all the vessels saluting. Excepting from the time of the surrender to the transfer, we have had a gale of wind just now abating (midnight).

The men in the fort, though on Pork and Rice, never flinched or grumbled, even when fire was added. I think the Pres[t] will keenly approve the Major's course. As for our expedition, somebody's influence has made it ridiculous.

Very truly

G. V. Fox.

You will see that the surrender came from them, not from the Major—a very important point.

Major A. felt hurt at what he thought was the neglect of Govt in not informing him of various matters. He also felt badly towards me, at not telling him everything when I visited the fort. Now, however, he appreciates my delicacy in not going beyond my written order. I also explained the reasons for holding the fort, far superior to any military ones, and told the Major that I thought the Govt would feel particularly gratified at the result.

I may not get my report off to-day to the Secy of War so you may read this to him if you think best.

I have just written Major Anderson's dispatch to the Secy of War and sent it to Sandy Hook to be forwarded by telegraph.

Thursday 18th inst.
12.30 A.M.

[S. L. BREESE TO G. V. FOX]

Navy Yard New York
April 25 1861.

Sir,

You are hereby appointed an Acting Lieutenant in the Navy, temporarily, and will take command of the Steamer "Yankee" now fitting at this Yard for service. All persons on board are required to obey you accordingly.

Respectfully yours &c.

Mr. G. V. Fox,
New York

SAM[L] L. BREESE
Commd[t].

[M. BLAIR TO G. V. FOX]

Dear Fox

I have not written you because it was easy for you to understand what I thought of the Fort Sumpter business and not agreeable for me to express what I thought. We are now fairly launched in a big war and I think you can have a command if you want one. A proposition was made yesterday to convert some merchant vessels into armed ships and during the talk the President said he wanted you to have a command tho you did not get into Fort Sumpter. He thought very highly of you. We propose to take on naval volunteers as well as Soldier volunteers.

I am warring on fogyism of all kinds, I think the best thing now to be done is to disband both army and navy and reconstruct. We shall never get on I am afraid with the present officers.

Apl 26. I wrote the above some days ago and was disturbed and have not had an opportunity to resume till this moment. In the mean time last night I have yours of 20th. I shall mention its contents to Welles and Lincoln. I gave yrs from the Baltic both to Welles and Seward to read. Seward read a part of it and handed it back without remark. Welles said when he handed it back that you knew he supposed that he had nothing to do with the diversion of the Powhatan from her Charleston mission. But the President has never had an opportunity to read or talk about the affair, except on the occasion mentioned, and indeed events of such magnitude are crowding on us that Sumpter and Anderson are not thought of for the moment. I want you

here very much to help us along, and must try and manage it. I see however that Com. Paulding is mightily set up himself and wants nobody in the Dept, but himself. I think I will fix his flint shortly.

Yrs truly M. BLAIR

Wash. Apl 26, 1861

[RESULT OF G. V. FOX'S PLAN FOR REINFORCING FORT SUMPTER; IN HIS OWN WRITING]

My plan for reinforcing Fort Sumpter was this—

From the outer edge of the bar to Sumpter through the swash channel it is four miles in a straight line, with no shoal spots less than nine feet at high water. The batteries of the enemy on Morris and Sullivan Islands are one and one third of a mile distant from each other, between which the reinforcements must pass.

I proposed to anchor three small men of war at the entrance of the swash channel to afford a safe base of operations. The soldiers and provisions to be taken down in a large steamer, having on board boats for the whole, with three hundred sailors, and accompanied with three steam tugs having a draft of only six feet of water. The entrance to be effected at night with the tugs or boats as circumstances might dictate.

Rough weather would render the attempt impossible in boats but favorable for tugs. Whereas a fine clear night would be more favorable for the smaller objects —boats. This plan was brought to the Prest^s notice early in March and its practicability assured by his own convictions and concurrent naval testimony.

The military authorities seemed to think it impossible to pass their batteries, but assured the Prest that if

reinforcements and provisions *were* thrown in the fort it could not be taken.

I visited Major Anderson on the 21st of March under an open order from the War Dpt, which was shown to Gov^{r} Pickens who gave me a pass, without restriction, and I confined my conversation with Major Anderson entirely to objects embraced in that order. Notwithstanding the earnest desire of the Pres^{t} to reinforce and provision Fort Sumpter, Mr. Seward seems to have been under obligations to oppose the attempt, and his great influence over Gen^{l} Scott, brought the military power against the plan.

As Major Anderson's supplies would be utterly exhausted on the 15th of April every effort was made by some strong hand to delay the expedition until its supporters must give it up. The last card was to send for a Union man from the Virginia Convention and say to him that Sumpter would be evacuated at once if the Union people, who were in a majority in the Convention, would adjourn it. This Union man declined the proposition and made so many preposterous demands that the Pres^{t} decided the expedition should go forward. The order was given to me late the night of April 4th. The 5th was consumed in getting to N. York, and I sailed the 8th, leaving only three days to get up and dispatch the expedition. Most of those who had favored the expedition and in whom I depended for assistance to fit it out, abandoned it at this period as too late.

Unwilling to mention to the Pres^{t} the misgivings of those around me I determined to go forward alone.

Instead of the 300 sailors I asked for on board the steamer, the Sec'y of the Navy proposed to send down the Powhatan stm'r of war with that number of men, which was satisfactory to me. Therefore I sailed in

the Baltic the 8th inst. without the sailors. The Powhatan having sailed the 6th. The revenue cutter H. Lane, the 8th, the Pawnee the 9th and the Pocahontas the 10th. The Baltic and Pawnee arrived off Charleston the 12th inst. after hostilities had commenced. The H. Lane the evening previous, and the Pocahontas the 13th at the surrender of Sumpter. The passage to Charleston and the day and night of our arrival was severe weather, preventing the tugs reaching the rendezvous. The next day, the 13th inst, seeing no part of my proposed means of effecting an entrance had arrived, a schooner loaded with ice was captured and means undertaken to effect an entrance in her the following night, but at 8 A.M. the wood work of the fort was set on fire by hot shot and by 3 P.M. the place was rendered untenable, and consequently it was surrendered.

The defects of the fort, and its injuries, such as were never anticipated by the engineers, are such, that had the place been provisioned and reinforced, the final result would have been delayed but a few days. The Powhatan, with her sailors, was the whole strength of my proposed plan because both tugs and boats were to be manned by these sailors. Yet the Powhatan sailed from N. York the 6th two days before I did, with an officer who bore an order from the Prest of the U. S. to carry her directly to Pensacola. Her regular Captn having the orders of the Navy Dept to cooperate with me at Charleston. This order of the Prest was unknown to the war or navy departments and was signed by him in ignorance that the Powhatan was one of my vessels. She was sent off on an expedition got up by the Sec'y of State who thus interfered with the other depts as the last hope of preventing the reinforcing of Sumpter. And it did prevent it, and I had the mortification

of witnessing the surrender of the Fort with no part of my proposed plan arrived, in fact deprived by treachery of all power of accomplishing it, and losing reputation with the general public for the failure because I cannot state the facts at this crisis of our affairs without injury to the Govt.

The Charleston people assumed that the merchant vessels detained outside of their bar were the various expeditions which had sailed from N. York about the period of our departure and therefore they concentrated a large force on the islands and abused us for not landing and attacking the batteries. But they were vessels detained by the bombardment. Our military force consisted of 200 recruits of no earthly use to Fort Sumpter in such an emergency because they were undrilled. The S. C. authorities had 13,000. I believe every officer of the army or navy present were entirely satisfied of the feasibility of either of my plans.

In fact their fire upon Sumpter was precipitated because they intercepted my plan and were assured by their best naval authority that it was perfectly practicable.

G. V. Fox.

[G. V. FOX TO MRS. FOX]

Annapolis, M'd
April 29 '61

D. V.

We reached Old Point yesterday without incident, and I dined with the Domicks in the Fort—who soon leave for Fort Hamilton. Com° Pendergrast in the Cumberland is blockading at Hampton Roads. Fort Monroe is preparing for the crisis and will permit no

batteries to be erected near it. It is a magnificent work but should have more troops. The communication is open thanks to the Mass^tts troops. The famous N. Y. 7^th declined a duty because an overwhelming force were *said to be in advance,* declined the order in writing. So the Mass^tts troops took the rejected duty FOLLOWED by the 7th. Don't say anything about this because there must be no quarrels now. Maryland has refused to secede so Washington is safe. We hear of a truce but it must not be until Richmond and Norfolk are occupied. Then it will take us until frost to get ready for great movements. There will be no difficulty about getting our folks from Washington. My old schoolmate Gen. Butler is in command here and will give me troops transportation anything for them and sends off a train for my especial benefit this P.M. The Yankee will remain here until I return and probably go to Com^o Pendergrast who wishes her in Hampton Roads, I shall remain in Washington long enough to get them out and probably return with them.

It is delightful to find Mass^tts troops occupying all prominent points, familiar faces carrying the glorious flag through to the Capital.

God bless my own dear wife and give her strength and health.

Aff GUS

[G. V. FOX TO MRS. FOX]

Washington, May 2^d 61

Dr V—

I have delayed for a few days writing you in hopes to be able to give you all particulars about the Powhatan and other matters. Mr. Seward got up this Pen-

sacola expedition and the Prest signed the orders in ignorance and unknown to the dept. The Prest offers every apology possible and will do so in writing. So do the depts. I shall get it all straight in justification of myself and to place the blow on the head of that timid [Word erased.—EDS.] W. H. Seward. He who paralizes every movement from abject fear.

Maryland's repentance renders Washington secure, for the present at least. There are no troops hovering about Washington, but they are collecting at Richmond. The excitement in the city has died away in a great measure and notwithstanding the large number of soldiers here it is orderly and sober.

Nell and I went up and saw Major Watson drill his command at the capital and afterwards visited his quarters, the room of the committee of finance.

I shall probably take off Nell next week. Mrs. B. will not leave at present. I will write you to-morrow again when I shall be able to give you more news.

Love to all and to my dear little Ginny Bread.

Aff GUS

[PRESIDENT LINCOLN TO G. V. FOX]

[Copy]

Washington, D. C.
May 1, 1861

Capt. G. V. Fox,

My dear Sir,

I sincerely regret that the failure of the late attempt to provision Fort Sumpter should be the source of any annoyance to you. The practicability of your plan was not, in fact, brought to a test. By reason of a gale, well known in advance to be possible, and not improbable, the tugs, an essential part of the plan, never reached

the ground; while, by an accident, for which you were in no wise responsible, and possibly I to some extent was, you were deprived of a war vessel, with her men, which you deemed of great importance to the enterprize.

I most cheerfully and truly declare that the failure of the undertaking has not lowered you a particle, while the qualities you developed in the effort have greatly heightened you in my estimation. For a daring and dangerous enterprize, of a similar character you would to-day be the man, of all my acquaintances, whom I would select.

You and I both anticipated that the cause of the country would be advanced by making the attempt to provision Fort Sumpter, even if it should fail; and it is no small consolation now to feel that our anticipation is justified by the result.

Very truly your friend
(Signed) A. LINCOLN

[G. V. FOX TO MRS. FOX]

Washington D.C.
4th May 1861

Dr V,

I wrote you yesterday and to-day I forward you a copy of the Prest letter to me. *Under no circumstances* is any mention of it *whatever* to get into the papers. The whole history of the affair is in able hands and in due time will appear, and the effect of that coming would be destroyed by any premature notice. I have no objection to Mrs. Wetmore' seeing it as she has somewhat shared your feelings. The Prest wants me to take a ship in the navy, but Blair thinks I better go

into the navy dept. especially as the naval war will be only one of blockade. So the Prest directed the transfer to another place of the present Ch. Clerk, and I shall take that place and when Congress meets in July the position will be made satisfactory.

I shall take Nell on next week, and I must go to Portsh for clothes &c before I return to Washington.

De Russy got his appointment in the army and Genl Cameron said he gave it upon the recommendation of Miss Ellen Woodbury. Nell has also got two other army appointments,—Kelly is to be 2d Lt. Jesse Woodbury has also applied for an appointment.

[Rest of letter torn off.—Eds.]

[GIDEON WELLES TO G. V. FOX]

Navy Department
8th May 1861

G. V. Fox, Esqr

Dear Sir

You are appointed Chief Clerk of the Navy Department, and I shall be glad to have you enter upon the duties as soon as you conveniently can.

Yours truly

Gideon Welles

[GIDEON WELLES TO G. V. FOX]

Navy Department
May 9, 1861.

Sir,

You are hereby appointed Chief Clerk of the Navy Department. Enclosed herewith you will find a blank oath of office, which having taken and subscribed to,

you will return to the Department with your letter of acceptance.

I am respectfully

G. V. Fox, Esq.
Washington D. C.

Your Obd^{t} Srv^{t}
GIDEON WELLES

[GIDEON WELLES TO G. V. FOX]

Navy Department
May 30, 1861

Sir:

On and after Monday next the office hours will be from 9 A.M. to 4 P.M. No absences are to be permitted from the office of the Secretary of the Navy, except by authority of the Chief Clerk, and no person, unless on public service, will be allowed in the rooms. Any clerk whose work is behindhand will be required to labor in the evening, or after office hours, until it is up.

You will cause these rules to be enforced so far as the office of the Secretary of the Navy is concerned.

I am, respectfully,

Mr. G. V. Fox,
Chf Clerk
Navy Dept.

Yr. obt. Svt.
GIDEON WELLES

CORRESPONDENCE BETWEEN G. V. FOX AND S. F. DUPONT SOUTH ATLANTIC BLOCKADE AND CHARLESTON EXPEDITION AUGUST 9, 1861, TO APRIL 2, 1863

REAR-ADMIRAL SAMUEL FRANCIS DUPONT, U.S.N.

Born, Bergen Point, N. J., September 27, 1803
Died, Philadelphia, Pa., June 23, 1865

December,	1815	Midshipman; joined *Franklin,* European Squadron.
	1821	*Constitution* and *Congress.*
	1824	*North Carolina,* Mediterranean.
April	28, 1826	Lieutenant, *Porpoise.*
	1829	*Ontario,* European Squadron.
	1835–8	*Warren, Constellation* and *Grampus,* Gulf of Mexico.
	1838–41	*Ohio,* Mediterranean Squadron.
	1842	Commander, *Perry,* China.
	1845	*Congress,* Pacific Coast.
	1846–8	*Cyane,* Pacific Coast.
	1855	Captain, *Minnesota,* China.
December	31, 1860	Navy Yard, Philadelphia.
September,	1861	Flag Officer, in command of Port Royal Expedition. *Wabash,* flagship.
	1863	July, relieved.

[S. F. DUPONT TO G. V. FOX]

Private

Louner's near Wilmington
Aug. 9, 1861

My Dear Mr. Fox

I was sorry to leave Wash[n] before your return, but it was better for what you have at heart, the Public Service. I have arranged with Davis to telegraph if wanted.

I take the pen to say first, how gratified I was at the tone, spirit, and felicitous expression of 'the order'—it is a model dispatch.

I missed you by a few minutes on Sunday and had gone to the Department to ask for you to reconsider the preference expressed for *myself* and if any one came to yr mind who had more fitting requisites for the work it was yr duty to the country to mention it and no man living would acquiesce sooner than myself. So I was surprised to see yr rough draft, to which not one word was to be added nor one taken away. I *think* I shall come up to the Dept's expectation and will doubtless be able to say to it as Lord Exmouth said to the Br. Admiralty, 'Yr Lordships have given me such ample means that if I fail the failure will be mine—if I succeed, the success will be due to those means.'

But what I mainly wanted to say to you—that *Jenkins* was the man of all others to put on that Congressional Committee on the salaries—he has more financial knowledge and more knowledge of Governmt

accounts and salaries than any officer in the navy—and will save us more than any man you could name. Further his *early,* constant, and uncompromising loyalty, surrounded as he was by traitorous Virginians, should not be forgotten. Twice going to Norfolk with Com. Paulding the aid of the latter and doing as I know everything for him, and yet his name never mentioned in the Com's letter.

I spoke to the Secrty about naming Jenkins—he spoke of Foote, but the latter's abilities are not in that line, and I think the Depmt should show some appreciation of the former.

You were sadly wanted on Thursday and Friday—when Stellwagen came back. I will not venture to say more here, but I have *thought* much, ask Davis how indignant we were, but Mr. Welles did *well.*

Yrs most faithfully

Capt. Fox
Ass. Secy. Navy.

S. F. DuPont

P.S.

Having seen just now an announcement that the I——s was going South and my mind is already so absorbed in the matter in hand, that I have opened my letter to say—that I deem the I——s P——e, S——a and the M——n if she arrive in time, as sine qua nons and the basis of the naval force to cross the bars—so I beg you to keep them within reach—*no half* men of war will answer to knock down the works we may meet with.

Yrs faithfully

S. F. DP.

I shall be in Philad tomorrow to see to things there and will write you if necessary

Sunday Aug. 11th

[S. F. DUPONT TO G. V. FOX]

Near Wilmington, Del.
[No date]

My Dear Sir,

On Wednesday I went down to Sandy Hook on the Ottawa Gun Boat—her performance was entirely satisfactory. Com. Gregory and Comstock were on board —but her Captⁿ *was not.*

The former has shown great zeal about these Gun Boats, and has added much to their efficiency and towards their completion by his rigid supervision—further, he has behaved like a man about the action of the Dept in reference to flag officers. He is about to ask you a favor, which I hope you may grant—viz. to order his son Hugh M. Gregory acting Master on board the Supply to report to me in New York for duty in South At. Squadron.

Mr. Kimball has found competent Engineers he tells me for the steamers approaching to being ready. I could not see while there, that Davis could be of any service in New York, until the ships you intend for the expedition are handed over to me. The sooner you can do this the better, as I explained in my letter from New York.

One reason for desiring Davis to go back to Washington is, that we have one paper unfinished, which to us as individuals, and to the Dept for convenience, it is most desirable to finish. It is the recapitulation or *summary* of our whole work, to furnish the basis of instructions to the different Squadrons, while it will be the most attractive to the general reader. The large memoirs will attest our research, the summary will show the results

—and complete the archives of the Dept on a subject, which will do honor to it hereafter.

Have you any information that the orders were sent to the Wabash? I shall leave here on Monday and be in New York Tuesday. The Astor House my head-quarters, where there is a telegraph.

I am so anxious and earnest to be at work that you must excuse my stating how I am situated until you put me on a proper footing. With Mr. Morgan and Mr. Pook and Bell, we are on the best of terms and are pushing on with them very well, but when the vessels are once at the Navy Yard, until it is understood they are to be part of my command we are paralysed, while really very little seems doing by any one yet. Drayton however has been on board of all and will be of great service, for such is the ignorance of the new cannon and arms, that he is cordially welcomed, instead of being looked upon with jealous suspicion.

I enclose you a letter from a friend of mine the King of the Boston Bar, which I thought would please you.

Faithfully Yrs S. F. D. P.

[S. F. DUPONT TO G. V. FOX]

Private

Astor House 24 Sep. 61.

My Dear Mr. Fox,

I closed up things yesterday at Philad[a]—where Turner is doing remarkably well; I took leave of the master workmen and held up the importance of economy to them.

To-day I have been around with Pook, Mr. Morgan,

Bell and Drayton, hurrying up all I could. Pook is in advance of the Yard. Some of the steamers are getting along—the Alabama and Augusta will be ready by Saturday. I think however that Com. Breese should be informed that the Dept is anxious to have as many ships as possible ready by 10. Oct.

The Isaac Smith (Swiftsure line) will be a most formidable vessel, possibly the most efficient and powerful for certain purposes that has been purchased, but the cost is considerable. The second one is so light, that the alterations must be much less, and the third the Western World, had better be kept for a troop ship. She will carry two thousand five hd. A rifle gun forward and one gun on each broadside will be a suitable armament.

I have concluded to have two ferry-boats, and a Tug as tender with a rifle gun, Mr. Morgan to write about it, if you approve.

I wish The Adger could remain here and commence the nucleus of the expedition. They should anchor off the battery and after getting everything on board and their crews stationed I would send them to Sandy Hook to withdraw attention. Drayton would go down and put them through an exercise and see to their magazines and ammunition &c &c. With these new arms and rifle guns, &c, I am satisfied that one of the best things you did was to give me Drayton as ordnance officer—he is very *au fait* and he and Bell chimed right in. Bell is very earnest and feels the importance of exertion.

The Gunboats are well forward and Cap. Gregory and Comstock are also very active. I am going to try one of them tomorrow. They seem desirous I should go with them, and I thought it, though I feel the loss of a few hours even.

May I ask you to form the Expedition for me as soon

as you can by giving these officers orders to report as soon as ready, that is that Com B. should do so. I told the latter I wished the Wabash not to come to the Yard but to lay off the battery, which pleased him much.

The Bienville is pretty well on. We had better let Lee have her, as the DeSoto is far behind her—the danger here is being top heavy—the guns sh^{d} have been on the middle deck.

Now for a little *very private* chat.

You have a rare party at that Yard just now—that Court of *retired* old gentlemen—and then the regular retiring board—a hot place for *me* to get into. Com. Paulding was cordial and hearty in the extreme. Farragut a little constrained. The others, I did not see—but Breese who was very cordial told me the *theory* which had been got up—

"That the younger officers had prevailed on the Dept. to adopt its course about the flag officers—and this was done in connivance with and in order to act upon the retiring board, that they would feel compelled to retire all above the flag officers!! Of course I am looked upon as the arch conspirator of the *younger* officers. I spoke *right out* to Breese, first in emphatic defence of the Dept; secondly in utter defiance and utter contempt of any aspersions upon me. He gave me to understand that Bell (C. H.) was the most sore. I said he had had a big Navy Yard and a Medit^{n} Squadron, and while feeling respect for him, as the Dept did, I could see nothing in his history that sh^{d} make him preferred to me, who had served as long and as faithfully as he ever had. Do not understand that Breese was sympathising in these complaints, not at all—he was disgusted I think with Stringham coming North.

I have seen Howell, he will be able to take a gun boat and will be a fine appt. All seemed delighted when

I told them the Dept would probably give Crosby a gun boat, as a reward for his activity and zeal.

Send for Goldsboro and post him up, if you choose. I will meet him in Washington—perhaps it would be well we should arrange some things together. Sands speaks in highest terms of his industry and constant attention to duty. Sands seemed delighted with his appointment and mine and said he would be ready to come at any time and help us give those fellows a lick.

I return about Thursday to Philad—attend to my private affairs, pack up everything, make my will, and on Monday commence here and work to the end—by that time I hope Wabash will be in.

I have written more than you can read.

Truly Yr friend

S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Near Wilmington, Del.
29. Sep. 61.

My Dear Mr. Fox,

After mature deliberation with Drayton, and for reasons public & personal to himself, he prefers a separate command to going in the Wabash—provided you can let him be in my squadron, where his specialty will still be of great service to me—for the ignorance of the new Cannon, pivot guns &c is marvellous.

Will you therefore be so kind as to let him have the Harriet Lane or the Bienville from which Livingston was detached? He prefers the former being the nearest ready and of the lightest draft. She will be very useful to me.

I leave in the morg. My private affairs never having had an hour of my time since the War, it was a godsend to have these two last days. Sherman is after me so I hope he has some good news.

Faithfully Yours,

S. F. DuPont.

G. V. Fox, Esq.
Ass. Sec. Navy.

P.S.

Drayton not having seen his sea service *in command,* having when out before been similarly attached to a flag officer, he thought he ought to put in for a ship and I yielded—he is a very fine man and a very able officer.

[S. F. DUPONT TO G. V. FOX]

Astor House, N.Y. Oct. 8, 61.

Dear Mr. Fox

I answered yr telegraph in some haste last evening and write to say that ten days from the seventh will answer or we will make to answer should I be in advance of it, for in my present view and judgment I cannot spare any of the vessels you have so judiciously designated.

2. Captain Blake having signified his willingness that Midshipman Preston should leave the Academy I beg you will order him to Wabash for I greatly want such a person. The signal business alone for such a fleet to avoid separations and collisions &c will occupy one mind. He is also a draughtsman which will be of importance.

3. Please rèward old Commodore Gregory's devo-

tion to his gun boats for which I feel greatly indebted, by ordering his son Hugh M. Gregory to Wabash of which I wrote you before.

4. Goldboro' (Florida) wants a Gunner.

5. A Masters Mate to Curlew.

6. The number of contraband at Fortress Monroe was nearly all a sham. Sherman tells me there are only some four hundred *men,* and Wool says he will not give them up.

7. The Q^r^Master is bothered about the transportation of their Gun Powder—their fort and siege powder, not the fixed ammunition, they have 2400 bbls! I can take some on the Wabash. Shall I take one of the Barks at the Yard and make a magazine of her to be towed down?

8. Just had a French & Eng. man of war boarded direct from Charleston, had not seen the Wabash—Vandalia and Flag. off Charleston when they left.

9. Gen. Sherman has asked as a favor to him that Lt. Crossman, now in Philad^a^. be ordered to some vessel in the exped. he being anxious for service on it. He is a son of the Army Quarter Master of that name and I believe clever.

10. Davis is hard at work and so am I, Rodgers also here, all doing our best, full of hope and spirit.

Yours faithfully

S. F. DUPONT.

G. V. Fox Esq.
Ass. Secty.

P.S. Should have written sooner but was told you would be here, until Mr. & Mrs. Blair told me otherwise.

Davis says please not forget Preston.

[S. F. DUPONT TO G. V. FOX]

Before sailing

Confidential

Wabash. 2 P.M. Thursday
24. Oct. H. Roads.

My Dear Sir—

A long & earnest conference last night with the Gen[ls] (4) was followed by another this morning on the practicability of the[1] *big* place. The necessity of occupying those points as stated in our memoirs on it & the extreme doubt I am sorry to say, on a closer look of getting this ship over the bar gave gravity not to say anxiety to the council—but I am happy to say that they all came in & we are about decided Sherman & I, *to try,* & he orders his great condenser to Hilton head with other matters— But I tell you it is a much greater job than you & I contemplated—the landing of the troops & reserves to be brought by the enemy from Savannah & Charleston may be great embarrassments—I wish you could have been with us.

Their last ship is in from Annapolis—they are about ready, we equally so—but they want Boutelle as much as we, for his topographical knowledge. We lose no time, for he is our eyes—the bar is ten miles off & that is the nearest we can approach, going in without his direction can of course be done, but it will require more time & be longer in sight of the enemy, and give him time to concentrate—so all agreed to wait until tomorrow's steamer—I will then leave on steamer wh'ch will about overtake us by following us on Sunday or

[1] Port Royal that I insisted upon.

Monday—though we may or may not sail tomorrow—certainly, Boutelle or not, Saturday morg. Twenty nine transports, twenty six vessels of mine, 55 in all!!

My mind tells me now it will be Saturday Morg—I have no superstition about Friday, never had & never respected it but many have—

Putting these Marines on board the Emma has added to our work, we are still busy on the small vessels

With best regards to Mr. Welles

Yrs most faithfully

Hon G. V. Fox
Ass. Secty.

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Friday
25th 61
Hampton Rds.

Dear Sir—

Susquehanna broken down. Pillar Block broken. Have sent off the Alabama at a half hour's notice to keep up the efficiency of the Blockade, but to make the Susqu^{h} wait until I get down, my engineer and he can answer for low speed.

Landing a brigade to-day to exercise Ferry boats and Surf boats—reaping immense advantages from the experiment by seeing the defects &c.

Sherman comes on board at 4. with 5 aids and adj. Genls.

No Boutelle yet and we shall sail without him. This is the greatest trial indeed the only one in our preparations which has really disturbed me—and I am at a loss to account for such a thing, by depending upon him we made no provision to supply his place.

If he is not off on the water, the Bienville should bring him to us.

Bad weather reported by arriving vessels and will be-worse tomorrow. Yrs in haste S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, Sunday, 27 Oct.

My Dear Sir

Mr. B. arrived yesterday—an important acquisition I think—though I trust no *one* man is indispensable to our success, yet he was necessary and I fancy the Generals required him much more than myself.

I fired up soon after his arrival, but the wind coming in E./S. with heavy swell it was impossible to go with any safety to tug and Ferry boats and to-day it is blowing a gale. I trust in God we shall be able to get out to-morrow, though not a moment has been thrown away so far, as to making up for defects and deficiencies and the discovery of others. To-day the Q^r^Master has been to report that but 5 of the transports have condensers and we have another panic on the water supply. It has led to an order for 200,000 gallons at Balt^o^ to follow us. It is not quite all to have water—to be able to get at it and pump it out and send it away should be looked to if possible. If a small tank could come in some way, and an engine to pump it out, it would pay for itself.

The organization of crews &c made by Mr. Morgan for ferry boats had to be remodelled upon a plan similar to Ellen & Whitehall. I will send you the reg. appointments which I will make out on my way down the Coast.

Every body is much disturbed here by the publication of the expedition &c in the New York Times of yesterday—under the villanous assumption that we had sailed. Of course it is all going over the Southern wires by this time and may add some four or five thousand lives to the list of casualties, but what does the Times care for that if it can be in advance of rival sheets!

Give my best compliments to Mr. Welles and tell him not to allow others to worry him at any *apparent* delay. We have lost nothing yet but have gained in efficiency— But little over three weeks since we commenced, see how long the Vera Cruz Expedition took. All will go right I am sure, and Mr. B. tells me November is *the* month and not October as I thought, for operations. The moon is coming right too, to help us with the tides and B says positively this ship can get in. I am altogether thankful and do not fret a bit.

Faithfully and thankfully

Cap Fox
Ass. Sec Navy
Washington

Yr friend
S. F. DuPont

Susquehanna breaking down renders Bienville very necessary. Until expeditions are through neither you nor Mr. Welles must reply long letters.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash H Roads
Monday, 2 P.M. 28th Oct.

My Dear Sir

The very rough weather continued until eleven today, the sun is bright and sea getting down.

Shawsheen nearly lost, has come on disabled, and I

sent her to Balt° for repairs. I see Ellen and Whitehall had also to take refuge.

Calhoun stopped at Barnegat and then Abesecomb.

Vixen just in, our Coast Survey vessel. Her executive off. Mr. Platt, a most experienced coaster tells me he has never seen a worse sea running on the coast. I am satisfied now we should have lost our ferry boats and tugs and some two or three transports would have had to return. The tide will let us swing so as to go at 5 in the morning.

I have been reminded of the Panic about the safety of city of Washington—it is repeated here on the water talk. My cabin has been full all day of army Q^r^Masters, Generals, and Steamer Captains. It is now ascertained the Ocean Queen can make 15,000 Galls a day, and the Vanderbilt 25,000! So the enemy has retired or is outnumbered for a time anyhow. Vandalia is off with the coal ships.

Between ourselves old Wool is an old goose and not at all fit to be here.

I made the Midship here and one on the Vandalia Masters because their juniors had appointments, and a master's mate was promoted over the one in the Vandalia. I felt sure you would approve under the circumstances and they are very grateful.

Long and deep pouring over of charts. I think the Genl feels anxious at the amount of men the rebels can throw by rail to B. S. is impatient and frets when his Q^r^Masters have doleful reports to make, but I am more and more impressed by his evident military knowledge and spirit.

In haste

Hon. G. V. Fox
Ass. Secretary

faithfully
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Wabash, H Rds.
Monday Evg. 28. Oct 61

My Dear Sir

I wrote to-day and have nothing of importance to add except that the weather is still moderating and the coal fleet has sailed under convoy of Vandalia and Gem of the Sea.

It is in reference to a little circumstance in connection with the coal vessels that I drop this line. Cap. Haggerty was told to inform the Captains of the coal ships that the Rendezvous in case of separation at sea would be Savannah, as I did not wish to name the other place to so many and it is well I took the precaution, for Capt. Haggerty through some misconception told them the Rendezvous yesterday, instead of waiting for the last moment. One of these men went ashore and told *he* was ordered to go to Savannah—which I presume has gone by this time both North and South and I thought it best you should know the facts in the case.

We sail at Daylight and may God give us success is the prayer of Yours

Most truly

Mr. Fox
Ass. Sec.

S. F. D. P.

[S. F. DUPONT TO G. V. FOX]

[Written in pencil in Fox's writing: "Before capture of Port Royal."—EDS.]

Wabash under Steam
Tuesday, 9 AM. 29. Oct 61

My Dear Sir

Please inform Mr. Welles that we are off—and the Pilot will soon leave— There seems but one opinion now as to having waited for such a start—and I trust our present prospects & hopes will be realized.

Twenty Eight days ago this Expedition though long meditated by the wisdom of the Department, had in reality no form or substance. In my judgment nothing more could well have been added in that time. I felt at the time of the final decision at Mr. Sewards house, 1. Oct that the embarkation at Annapolis was an error —the troops have been too long on board and are too raw—but the Generals are able.

The ships of my squadron are in as high condition as I can expect—and I am thankful to the Department for its endeavors to make it as efficient as possible, & to your practical, intelligent & personal supervision & zeal I shall ever recur whatever the results in store for us may be.

We have considerable power to carry on an *offensive* warfare, that of *endurance* against forts is not commensurate. But in so righteous a cause as ours, & against so wicked a rebellion, we must overcome all difficulties.

Please give my highest regards to Mr. Welles and believe me My Dear Sir

Yours faithfully

Hon. G. V. Fox
Ass. Sec. Navy
Washington D.C.

S. F. DuPont

9.30 Pilot leaves.

[S. F. DUPONT TO G. V. FOX]

Wabash, 9th Nov.
Port Royal, S.C.

My Dear Mr. Fox—

During the disheartening events of our passage, my faith never gave way, but at some moments it seemed appalling. On the other hand I permit no elation at our success. Yet I cannot refrain telling *you* that it has been more complete and more brilliant than I ever could have believed.

I have been too fatigued to send a detailed official account of the battle. My report is full up to the eve of it, and I think will interest you, but I had to content myself with a succinct account which I think will be liked as well as a more detailed narrative. This I will however forward in time for the Secretary's report.

I kept under way, made three turns though I passed five times between the Forts. I had a flanking division of five ships, to watch Old Tattnall who had eight small and swift steamers ready to pounce upon any of ours should they be disabled.

I could get none of my big frigates up. I thought the Sabine would have gotten down. To the St. Lawrence I sent no word and the Savannah was blown off. I do not regret it now except on their account. I be-

lieve my plan was clever. I stood against the tide and had the management the better in consequence.

Their confidence was extreme that they could drive us away. They fought bravely and the rifle guns never missed. An 80 pr rifle went through our main mast in the very centre, an awful hole. They aimed at our Bridge where they knew they would make a hole if lucky. A shot on the counter let water onto the after magazine, but I saved perhaps a hundred lives by keeping underway and being in so close. We found their sights graduated at 600 yds. When they once broke, the stampede was intense and not a gun was spiked. In truth I never conceived of such a fire as that of this ship on her second turn, and I am told its effect upon the spectators outside of her was intense. I learn when they saw the flag flying on shore, the troops were powerless to cheer, but wept. G[1]. Sherman was deeply affected, and the soldiers for once are loud and unstinting in their expressions of admiration and gratitude.

The works are most scientifically constructed and there is nothing like 'Walker' on the Potomac.

I did not allow the victory to check our ardor, but dispatched some vessels under Gillis over the other side. To day I have an expedition to Beaufort, to save the light vessels, but Ammen tells me who went up, they were fired instantly after the surrender. Bankhead is up there aground tonight, but Curlew is watching her. Beaufort is deserted. The negroes are wild with joy and revenge, robbing Beaufort. On the other hand they have been shot down they say like dogs because they would not go off with their masters.

I have a boat already at Scull Creek and the communication between Savannah and Charleston cut off. The Sabine has brought the Marines. They have been

nothing but trouble to me. The Monticello has not reappeared and some think she went down in the gale.

I am hurrying up for Fernandina and for *everywhere,* for the terrors will now be complete and some people here tell us that they are obstructing Charleston Bar even.

I have written to L. H. B. for all aids to navigation. Please send me a complete Pilot book and another—try if possible. The Forbes is invaluable. Florida Goldsboro still missing. After Fernandina we will be ready for Savannah Bar. The Susquehanna filled us with admiration. She stuck to us like wax and was our main support, as I told Lardner, he was always precisely where I wanted him to be, and doing precisely what I wanted him to do. We want some ship carpenters.

Yrs truly

S. F. D. P.

Please remember me to Mr. Welles. I thought of him and you about the first thing after I fired those fellows.

I let Wynn go home. I had not time for a survey, don't let him humbug you any more. I have ordered Drayton to Pocahontas—no one to Cotton yet—she is a great vessel and came near being lost.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Monday
11 Nov. 61, Port Royal

My Dear Sir—

The Coatzacoalcos goes in the morning—there is nothing *very* special to add to my letter of yesterday. I send certain letters to explain our operations about

Beaufort. I did not have the flag raised *in* Beaufort, because it may not answer the Gen[ls] purpose to hold it —though it was well to show up the Gun-boats for moral effect. I was to have gone up with Sherman to-day but a fog prevented.

We are all tinkering; the heavy gale caused a good deal of injury in various ways to the smaller vessels.

Our own big job is the Main Mast, it is weakened one third—we are plugging up the holes and the Carpenter thinks he can fix it so as to make it stand in a gale of wind, though it will be a clumsy piece of work. When the ship goes north in the Spring if you will have a new one made she can take it in. We lost main topsail yard, spanker boom, lower boom, topmast &c. Those rifle 80 prs have the wickedest whistle I ever heard, how we all escaped on that Bridge I cannot conceive.

I concluded to send Vandalia North to fulfil my promise to the crew, & we have helped ourselves out of her—her two 8 in guns I have given to the Isaac Smith, & provisions & ammunition also have been taken from her. I am painfully impressed with the worthlessness of Sailing vessels since I have got to work out here— See the reports of the Sabine sent by this mail!! he has been a month in the Station. The Dale came in the day before our action & I packed her off to pick up coal Ships & go back to her Station. The Q[r]Master has given me some 80 000 gals of water & I am sending the Steamer which has it in out to Georgetown— Sending Alabama in the meantime to Georgetown—but I hear the Flag is off with Rodgers, Lardner having sent her to repair, the bottom of the boiler having come out.

I am exceedingly anxious to get away to Fernandina, for I see the old Story coming on me, viz the soldiers will absorb the fleet if I do not look out—if I can get

through that and some other points perhaps St. Helena, I can come back here & make a station of it.

Will you please hurry back Steadman & not let him wait for *all* the ammunition asked for if it be not ready?

I do not intend to send vessels North if I can help it —I can make out here for water, but there are so many repairs required to ship, boats, & Engines, that if you could send down a certain number of ship Carpenters and Mechanics in iron, I think it would be economical I am sure, of course I mean shipped men—

Please let us have Pilot boats too, Davis says the G. W. Blunt. We should make the Pilot by the general rules I suppose. A Tug also if you please. The Mercury has paid for herself already—the Forbes is invaluable.

If you will give me Tuscarora & two new Gunboats, you may have Sabine, S^{t} Lawrence, & Vandalia, 130 guns for twenty.

The magnitude of our operation is growing upon me & the blow is ringing all over the Southern country— the Planters talk of burning their cotton—and as this is the only sinew of war with them, the sooner they go at it the better.

I am at work at my detailed report of the action, with correct drawings of the order of battle &c which may some day go to the Naval School. The sketch I sent you is not *critically,* but generally correct. I will send my report by Atlantic in two or three days, in full time for Secretary's report or to go with the Documents.

When you can find leisure to give me a private note do so. You can take the credit of this business to any extent yr visit to New York put me upon it. It turns out Bulls bay is *very defensible* & not much after you take it. I think poor old Tattnall & Co must feel mean.

Please make my regards to Mr Montg[r] Blair & to M[r] Blair Senior, the latter so correctly looked forward for some naval results to help on the war on our side, that I hope he will be gratified but we must not stop here. I think the capture of the Forts was clever, but I think also the getting on the Wabash was cleverer.

Confidential.

I have one misgiving—our army here are depredators & freebooters—they are robbing as at Hampton in all directions, & robbing the poor negroes too, for all sheep, poultry, sweet potatoe patches &c belonging to them, & they are our friends, they will soon be disgusted & become our enemies—Sherman is a *soldier* every inch of him, whether he can be a commander in chief remains to be seen he is as much disgusted at what I mentioned as I am. They have not commenced an intrenchment! & to us people look like a mere rabble—they have commenced a wharf at my request for they are very kind to me & I think all the generals would do any thing in the world to oblige me.

I saw Sherman yesterday & hurried him up about Fernandina and I earnestly begged him to put a stop to the plundering—& shoot if necessary.

Davis & Rodgers send their regards, they are great helps to me and Preston an extraordinary young man—Raymond Rodgers is even *above* his reputation.

Ever yrs faithfully

G. V. Fox Esq. S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Wabash, 12 Nov. 61
Port Royal

My Dear Mr. Fox,

You know how *conservative* I have been about putting back people who resigned formerly, however clever —but I desire to say to you that Watmough, Barnes, and Budd have fought themselves back and the country cannot spare such men; the two first have come more under my own observation and without wishing to draw any difference, I must say that I consider them as belonging to the very *highest order* of naval officers.

Faithfully

G. V. Fox Esq. S. F. DuPont.

P.S. I mean of course to original position, the list to be increased to receive them.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash, 15, Nov. 61
Port Royal.

Dear Mr. Fox,

The Atlantic goes to-morrow to return. She takes my *detailed* official report and correct map of the battle. Instead of our work wearing away with time, the achievement seems more appreciated by visitors to the forts than ever.

We were rejoiced by O. M. Pettit and Ellen coming in yesterday, they are worth their weight in Gold.

I send you a fac-simile of the S. C. Ordinance of Secession with the Cartes de visite of the conspirators, for Mr. Welles, taken from Gen. Drayton's head-quarters. We have his military map too, with the forts marked on the rivers &c.

Sherman sent a flag of truce yesterday to a place called the ferry, 7 or 8 miles from Beaufort where I sent his messengers by gun boat. They were cooly rec^{d} and it was not wise to send the message. It was elicited by some one a Br subject asking for protection.

Ought Sherman to have issued a proclamation without my knowledge? I like him but I think Stevens a tortuous man and very smart.

If we were to withdraw our naval and physical protection this army would be prisoners of war in 4 weeks. I don't believe a white man who robs a negro of his subsistence will fight.

Missroon came in to-day, (not his ship) and he has gone off again. I was glad to see him and sent for John Rodgers. The Tybee Isl is fortified and requires a 9-ft draft to approach it and they deem it impossible to put the stone there except under very strong covering with many gunboats, no covering with the frigates. We can put the vessels on the outer bar and you can send them here. I will see further tomorrow.

Curlew must go home. It would be throwing away 45000$ to give that for her. Watmough is grieved at losing his command but in character with himself pronounces her unfit. Will you say to Mr. Welles and to yrself that I would esteem it a particular favor if you will give Lt. Watmough a Gunboat and send him out immediately to me?

I look upon him as the *first* man afloat of his age—he will be very important.

Connecticut in to day—R Island yesterday. I will

write an official letter about Beaufort. Waiting for soldiers to go to Fernandina. I doubt if they dare leave. I think I can hold it with the Marines.

Very tired. Excuse this hurried letter.

Ever yrs faithfully

S. F. DP.

I asked Sherman to call Fort Walker, Fort Welles. I think he will do it. Davis saw this fort for the first time yesterday and says they ought to have whipped us.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal Str
Nov. 25th 61.

My Dear Mr. Fox

I don't think there is much use in writing *private* above, after your sending my hurried note to those murderers the press, who seemed to have taken pains to make nonsense of most of it, if not mischief for the paragraph about the big frigates was sadly mutilated, and might give offence, for I am made to express the opinion that the Sabine has gotten clear up to the St. Lawrence, which people will of course understand as the river.

The dispatches by this opportunity (by Illinois) are pretty full and cover various subjects which I thought Mr. Welles would like me to touch upon.

We are yet without a line from the Dept. since our occupation here, and the detention of the Bienville with our ammunition and the suggestions which doubtless she brings from the Secrety and yrself, to say noth-

ing of not hearing from our friends, cause her delay to be annoying to us.

The dispatch about Savannah I am sure will gratify you. The blow here is still shaking fruit in all directions. If you have forw[d] the stone vessels, we may use them for wharves or caissons or coffer dams.

Will you please give a thought to the following suggestions—

1. A Depot Ship like Brandywine for hospital and other purposes, with medical officer and Paymaster.

2. We do not know what there is at Fernandina—this ship cannot go in—the Brooklyn or Hartford and a couple of Gunboats more I feel we ought to have—I am much spread now.

3. Don't forget the Pilot books and aids to Navigation. Our tugs are working all the time for army as well as for our ships.

4. Davis says if you want him to pray for you to send some of those new Side wheel steamers, for the Sound cruising—for I don't mean to have rebel steamers running in them much longer. He sends his best regards to Mr. You and Mr. Welles, to which add mine to the latter if you please.

Do me the favor to send me some first quality dispatch paper—a ream if you please—the stationery furnished is very inferior.

In haste

Cap. Fox,
Ass Sec.
Washington

Yrs most truly
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

Wabash 1—Dec 61
Port Royal.

My Dear Sir

There is much disappointment here & even *depression* felt that the Dep'mt should not have published my detailed account of the engagement of the 7th we have papers to the 27th & it does not appear.

This feeling is increased by the fact, that the *reporters* have thrown individuals prominently forward in their usual extravagant way—getting the names of two or three officers & two or three ships, & repeating them to give the appearance of authority. I am afraid you may be keeping it to go with the documents in which case they think it will be buried, until all interest is lost.

I thought I would drop you a line to this effect & get you to repair the omission as soon & as *effectually* as possible—you had better get all the reports of the Comdg officers published at the same time.

The report went on the Atlantic two weeks ago.

Yrs faithfully S. F. DuPont

Hon G. V. Fox
Ass/ Secty

[S. F. DUPONT TO G. V. FOX]

Wabash. Port Royal
Dec. 1, 61.

My Dear Friend

If I were ten times as occupied, that kind, noble hearty private letter of yours would command my attention and receive my grateful thanks. Only a *sailor*

man with many other attributes could have written it —Davis & Rodgers enjoyed it with me & we were all gratified.

Davis & myself may truly say that when the deed of the 7th Nov. had been accomplished, after our wives we first thought of you & Mr. Welles—that your laborious work, yr long suffering patience & forbearance in that Department would find some reward in that days proceedings.

The Vanderbilt has stolen a march on us & goes a day sooner than I was told—so some things have to lay over.

Faithfully

Hon
G. V. Fox
Ass Sec Navy.

yr friend
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

'Wabash' Dec. 6, 61.
Port Royal, S.C.

My Dear Sir

Raymond Rodgers returned this morning from a splendid reconnaissance of the Wassaw Inlet strangely overlooked heretofore by the Coast Survey. He had Stevens, Ammen and Bankhead's vessels, found 21 f. on the bar, went up ten miles from it and saw the steeples of Savannah.

Boldly advancing on the fort, to his astonishment he found it abandoned like those in St. Helena Sound. Eight heavy guns had been removed—the magazine blown up, the beds and circles broken. The Fort now building is on Wilmington Creek near a Coast Survey triangulation station and ten miles from Savannah.

Now my Dear friend I want to make a point as the Japanese express it. We are you will see going more and more into the flanks of the rebels, driving them from these coast defences and keeping up our prestige I think,—but alas my vessels are so spread and absorbed, that we have to *come out* of these places again. Drayton is holding all the St. Helena waters and the Dale is to be the depot ship—at Otter island and keeping up this demonstration off Savannah by the ships in Tybee roads is right also,—and now comes Wassaw, and I believe (I don't *know*) that Ossabaw and the rest of the Coast of Georgia will be ready to fall into our hands. This you will remember was the regular plan of the Department, but I never thought I could carry it out so fast—then again we were to begin at the lower end and work *up,* but having made this great breach in the centre, by the occupation of Port Royal, we are working towards both ends at the same time.

Mr. Welles and Yrself have been so kind that I dislike to be troubling you for more vessels—but besides the above disposition of them, the constant and necessary repairs to every steam vessel are more frequent and consume more time than you have any idea of. I don't want to say anything of a most remarkable ignorance which seems to prevail among some of my fine fellows here in handling vessels in a tide way, so that our collisions are more frequent than they should be, hence more tinkering.

Your stone fleet has arrived, and so far as Savannah is concerned anticipated—besides Tattnall is doing the work for us and I sent to Missroon to get him word if he could, that we would supply him with a half dozen vessels to help his obstructions off Pulaski. I have written to Lardner about the Charleston bar and have ordered the fleet in here in the meantime. They doubt-

less caused an awful fright in Savannah yesterday and certainly captured Wassaw. It is wonderful how safely they came. One encountered a water spout, which took his sails out of him. One or two got into Tybee just in time to go down. One in a sinking condition was towed to the beach for a breakwater and wharf.

I thought the inside of the Light House had been burnt, by an incendiary, but it was more likely the result of spontaneous combustion. The new frame barracks most comfortable structures were spared. These barracks seem to be holding out imploring looks, to be occupied by our troops! What I write is about *our* business, but I yearn to see Savannah and Charleston taken—then the neck of the foul thing will be broken.

Davis and Rodgers send their warm regards to you. We are all three excessively busy but very happy.

Yours most truly S. F. DuPont

G. V. Fox Esq.
Washington

P.S.

Could you not take a holiday and run down and see us here? You always bring us good luck.

S. F. DP.

I have been told a brigade goes to Beaufort! Glad to hear of any movement, but Beaufort is not Savannah, nor the way to get to it.

[S. F. DUPONT TO G. V. FOX]

Private Wabash, 16. Dec
Port Royal

My Dear Sir

I have been merged in reports, surveys, sick, broken machinery &c, so this mail by Atlantic our favorite

steamer only takes just such things and no general report of my proceedings which Mr. Welles and yrself would like to have. So I will jot down whatever comes up first.

1″. Sherman thinks Fernandina wholly secondary now, and it must fall with Savannah. While I want to take it, more because it entered the original programme, and because it is a nice naval operation, though I am much of the same opinion. With this Harb. St. Helena, and Tybee Sound in the very centre of the stations we have as many harbours of refuge as I want—but I think it may help the Union people to hoist the flag there and so soon as Davis closes up Charleston with the Stone vessels I will take the matter up. In the meantime the Gen[l] has unloaded the vessels—for which he was paying exorbitantly I mean those intended for F. and when I can get ready—if he gives me a Regiment with the marines, it may be quite enough to hold the place. The taking it will not be much, with my present knowledge of it.

2. I shall have Charleston closed this week. Davis was to sail this morg—but the Easterly weather makes work impossible on these bars, particularly with the hulks drawing so much water—they have been very troublesome, but will all pay in some way or other. I gave two yesterday unfit to go to sea again to the Q[r]Master for wharf and breakwater. The same for sheltering a landing on Tybee very necessary. Davis thinks he will succeed in closing main entrance at Charleston and so do I. Boutelle thinks not, but we will see—if it lasts till March or April it will be worth all the trouble.

3. The Sabine came in yesterday in want of water. St. Lawrence already in for the same purpose. Susquehannah out of coal and then the *lame ducks* in machin-

ery and the easterly wind keeping in Drayton who with a Division is going to North Edisto and Stono. I felt almost sick at seeing so many vessels in port—but there will be a scattering tomorrow.

I cannot water the Sabine from our resources, she wants some repairs and she may as well go North. Ringgold has shown a good spirit and wishes to be fitted up and sent immediately back, but I declare to *you in confidence* you can keep her if you can find any use for her but do send me a gun boat or two. The St. Lawrence ought to go home too but I may force *her* into Brunswick and I am going to send R. Rodgers to reconnoitre there.

The Seminole is next to nothing because she can catch nothing. The Forbes goes to-day. I recommend sending her crew to the Recg. Ship and laying her up until the repairs are completed and then recommissioning—in this way we get rid of poor Newcomb without any notification to him—he is wholly incompetent to command such a vessel and she was the most valuable steamer of her size in my squadron. I have given her rifle gun to Missroon—who is *anxious* in his responsible position but the very man to be there. I am hurrying Sherman to get his guns down there.

4. All well at St. Helena under Nicholson and Truxtun. The Dale is paying for herself there. Henry Andrew just back from there—made the trip over via Beaufort and Coosaw in *five hours!* Luce went in her —reports highly as every body does of Mather her Capt. I am going to collect the Cotton again around that Sound letting the Andrew go around. There is much to be had and Nicholson and Truxtun want employment. The Gov. here shirks this cotton question, but I do not care for that. I collect it to keep it from being burnt.

5. Many thanks for Vermont. She will be all in all. She should have a condenser and a place fitted for Machine Shop. Sailing vessels are a drug, but steamers have their weak side—the breaking downs break my heart. Unadilla, Forbes, Flag, Florida, Seminole, tinkering all the time, and the three first *done*—Susquehannah touch and go. If you would like me to break up the inland Rebel Steamers I must have more Gunboats. Where is the Adger—all this time at Balt°?

The most active vessel I have after the Gunboats is the Pawnee since she is under Drayton. How came his predecessor in command again after giving up so fine a ship, every one is speaking about it here.

Sherman is preparing for his campaign. I think he knows what he is about, and seems confident of doing something. I wish I could feel any degree of confidence in his troops. Some of our officers the other night while up beyond Beaufort, went out to the outer pickets and found every mother's son asleep and that is not all, they were a long time awaking them.

I am asked every day about that detailed report—do have it published. In great haste

Yrs most truly

S. F. DuPont

A *Condenser* in the Vermont—see King's report.

Tell Bridge *no tobacco nor soap* in Relief. Much wanted.

[S. F. DUPONT TO G. V. FOX]

Private

Dec. 21. Port Royal Str Wabash.

My Dear Sir

I have applied for an ordnance Lieut. Will you do me the favor to order Lt. A. S. Mackenzie late of the Hartford— You saw his mother in New York.

He had better call on the Bureau and get posted up and then on Dahlgren. I am worried a little about the Dept. for I want it right not only in itself—but in our records and archives.

Squally news yesterday from England. Let 'em come.

W haste

S. F. DuPont.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal
Christmas Day 1861

My Dear Mr. Fox

A Merry Christmas to you and Mr. Welles, and may the prodigious energies and labors of the Sec^{y} and yourself be crowned with success and peace for their results during the coming New Year.

The Department has kindly omitted heretofore to speak of the entrance of the Fingal into Savannah. My first act after the battle before its reverberations had ceased, was to dispatch the Augusta there, for I could

see no ships in the offing the day I entered here. How the Monticello came to leave without orders (for Com° Goldsboro' had told me to send her to him when I could spare her) I never could learn. But two days after the fight she entered in a dense fog, even our troops on Braddocks point did not see her. This went to my heart I confess and has given me periodical twitches ever since, for she brought the rebels great assistance—to our cost here.

My only comfort is that we have her pretty well sealed up; a contraband informed us she was loading with cotton and going to run out of Wassaw inlet, fearing lest the vessels blockading might be eluded I ordered Seminole and Pembina and Andrews to cross the bar; the former thumped, but they got inside just in time to run Tattnall's barge up a creek ashore[1]—the crew escaped, except two who hid themselves and made signals and were taken on board the Andrew. One of them a very intelligent and apparently perfectly reliable person has given us much valuable information—he is from Rochester N. Y. and belonged to Tattnall's ship—the Everglade. He had towed the Fingal round into Wilmington river, and has his other steamers and his hulk with the guns along—but he hitched on the Fingal and towed her back stern foremost, but on the Gunboats moving up after him, he fell back behind the fort at Skiddaway.

I have sent John Rodgers there, for I feel comfortable wherever he is—his boilers are repaired, some men can always overcome difficulties, while others do nothing but call for help, never putting their own shoulders to the wheel—but the Flag is very deep for inlet work and is long in turning owing to some defect in her rudder. If you could give him one of those new side

[1] They had come to see if the course was clear.

wheel double rudder vessels she could not be in better hands; for there are few such officers in any service. I do not rate him over his cousin, because I have never met such a perfect officer and man as the latter.

Would it not be well in appointing the officers to the new Steamers, to give such men who have made their mark in the inferior vessels a lift, rather than keep down the list and give to some below them?

I have had to withdraw the Savannah from Tybee and send her blockading. She got thumping too hard. Drayton is there now, another prince of an officer, with Stevens in the Ottawa who is also very superior. The Wyandotte is also there, but this force is smaller than it ought to be.

In reference to the latter, I am sorry to tell you that she is no acquisition—her light 32's have no sphere here at all, and her machinery is good for nothing—but for the efficiency of the Chf. Engineer of this ship I should have a hard time with such craft.

But this is not all, her Captain is in a state of mental stupefaction from intemperance. Being one of the 'Board victims,' I am moving in the matter with extreme caution and *leniency*. He was first reported officially through Davis by Parrott, for queer doings off Charleston, carrying Parrott 15 miles off his station and then firing guns, and when brought to an explanation seemed stupid. After getting here one of his Acting Masters reported him for frequent intemperance and bad conduct—then a Pilot I gave him to carry him out to Tybee he abused very much and the former an excellent fellow reported him in writing—then up comes a report from Drayton saying 'the Captain of the Wyandotte seems quite stupid and I believe from drinking.' So soon as I can get him up here I will send him all the reports and ask him for his explanations, and will

send the papers home. I think it would be well for Congress to authorize Flag Officers to order Courts of Inquiry on the home stations. I believe this poor man, ——, had a blow in his head once and a very small quantity of liquor affects him in a strange way.

The Prisoners taken in Wassaw gave us a good many items—they have 45 guns on Pulaski. The other deserters say the same. The rebels are kept perplexed as to our operations and have placed their forces between Brunswick and Savannah. No intrenchments going up around Savannah. An attack on Tybee just in the manner that Missroon said it would be made and of which he could not persuade our Dutch Col. ashore, was only prevented by Robt Lee telling them the ships would knock them all to pieces if they attempted anything of the kind. Gl. Wright is coming on bravely there and the defences are well through—he has a masked battery of rifled cannon beautifully placed and the support between ships and shore will now be mutual by his very clever engineering.

We still have many stories about my quondam Commodore and friend Tattnall—it seems he landed with his Marines on the day of the fight, (I saw him disappear) to help Fort Walker, but arrived to see only the disastrous flight, and then from excitement, he became senseless and was carried back. Maffitt was drunk when he approached near enough for Ammen to let him have the shell—and Tattnall turned him ashore and that is the last of that gentleman. I communicate through Scull creek with Tybee. Mather (smart fellow) made it the other day in 2½ hours in the Andrew. He went to St. Helena Sound in 5 h. We are waiting anxiously for the ferry boats, anything small to send inland. Please hurry the Forbes and give her to an active officer. Please think of a dispatch vessel. Now

I ought to draw off a little from Charleston and increase further South, but I have nothing to send. Please tell Wise I will answer his friendly and sprightly letter very soon. It made me laugh heartily.

Faithfully Yrs

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Confidential.

Port Royal, Jany. 4, 62.

My Dear Sir

The Vanderbilt played us a scurvy trick yesterday, having gone off without our mail, paid no attention to a gun from this ship, nor to a Tug which followed her out to the bar making signals all the time. Whether it was accident or design for a particular purpose—I cannot say.

The Oriental takes to-day the official reports of a clever joint Expedition, well conducted on both sides, in which the gun boats have been signally successful and drawing as much admiration from the troops engaged, as the whole fleet did on the day of the capture of the Forts.

The getting of them up the Port Royal or Beaufort River and then into the Coosaw (our Potomac) but thoroughly swept now, was a great feat, like the Spaniards over the dykes in Holland. Of course they often grounded, but they care no more for this than putting a mud flat on the beach. With light anchors hanging from the bowsprit and the armed boats from this ship they were even turned in their length—it having been asserted they would not be able to do this in either of

the rivers. The truth is, wherever Raymond Rodgers is, things are sure to go right—he possesses more enterprise with care and forethought combined than I have met with before. Gen. Stevens has sent me a handsome letter in reference to the cooperation, semi-official. Our howitzers under Irwin composed their only field artillery. This army code of signals is very superior, Rodgers and Stevens kept up the most perfect communication. The general impression is that the rebels did not come up to the mark, after a great deal of taunting and invitation heretofore for our troops to 'dare come' on the *fort* land, and leave the islands. Our shell did immense execution. A Colonel out with the skirmishers could see them burst among the rebel troops within the line of works—four men literally torn in fragments were killed by the bursting of one. Stevens thinks Evans was in command—the Leesburg man.

Now My Dear friend a little business. In order to carry out the above Expedition which has raised very much the morale of our troops, and in *spite* of *themselves* giving them a still higher opinion of *us,* I had to withdraw Ammen from Edisto, leaving Budd shaking in his boots lest the Charleston Navy come down upon him. The Ottawa had to come up from Tybee leaving Drayton with a lame duck the Wyandotte, and the old Vandalia, with heavy fire rafts building up the river. A three hundred feet one having been cut adrift by a loyal man from under Pulaski, was caught in Tybee and gave us excellent timber. The Pembina had to be taken from old Gillis threatened by the Georgia Navy in Wassaw, the 'Andrew' being disabled in her rudder. The blockading ships are getting out of coal and how I can relieve them I can hardly tell. Now, most important operations are pending between the Comdg General and myself based on naval and army

reconnaissances and contraband knowledge, of communications from Wassaw inlet into the Savannah River, also into the latter, through the islands on its northern or left bank, such as Venus and Elba—allowing Pulaski to be cut off from all supplies, a vastly better plan than a regular approach with mortars, which will cost a half million of dollars. I send a report from Captain Gilmore and wish I had John Rodgers' sent up last night from Wassaw (another man worth his weight in Gold) and you would then have some insight into our plans. We can *débouche* into the Savannah river between Pulaski and Jackson, rather near the latter, and hold the river there against Tattnall while the troops are occupying Elba and fortifying it. On the mainland there is hard ground enough for Sherman to move on the city, but he must have cavalry; he can get there by boats through the inland waters and is now drawing up piles from Wall's Cut, sunk after the fight here and a hulk sunk besides. Now I don't want to press you—but I am spread to my utmost capacity and if you cannot send me more of the regular Gunboats and particularly one or two of the new side wheel ones, (one of them to be given to John Rodgers) why I must wait—because you are the judge and not me where they are most wanted. I *won't growl,* but you have sent me nothing yet. Another item. Our army friends beat us all to pieces on the means of communicating and transportation, and I have to fall back upon them oftener than is pleasant to them—for example I did not dare remove my force from Wassaw and had to get them to tow down a coal ship for me, and by the way this brought up a question of insurance and further compensation to the Collier, please see to this in future charters. I have already asked the Department for a dispatch vessel. I dare not send the Tugs outside. No

Commodores Perry nor Barney yet, and what has become of that Light vessel! Coal, Coal too, please tell Lenthall—fortunately the army has long strings of coal vessels and have given us one to-day. Please also tell Mr. Lenthall three of his carpenters have gone home and we want more, a good boat builder among them, sending none but such as are willing to stay. Please hurry on the Forbes and what has become of Watmough! No machinery yet for Unadilla a painful lame bird and an eye sore in the harbour—if her commander a very worthy man is promoted do send a flash of a fellow out to her.

Steedman has sent me word that the Nassau people are going to try Cedar Keys, afraid of the North East gales on this side and so many of their small craft having been run into the breakers the last by the Gem of the Sea at Georgetown. I am dispatching the Florida there though it is on McKean's ground, for she may catch the Gladiator or her cargo distributed, and she will see to the safety of the Lighthouses &c. The Rail Road from Cedar Keys has caused this diversion from this Coast.

We are getting short of officers. The Vandalia is very short.

We had news from Wassaw last night that the Negroes were to have a *stampede* from Savannah—the Fingal had gone back and unloaded, and that Tattnall's vessel had been burnt by the slaves—that 17000 men were between S^{h} & Brunswick, intending to set fire to the former city when overpowered. Some of the contraband who bring news in this way are very superior darkies. 'William' who went with the Gun boats especially so. I intend to give him fifty dolls for his pilotage and enter him as a Pilot—he knows every foot of the inland waters. These men risk their lives to serve us without

the slightest hesitation, indeed like Governor Pickens they seem insensible to fear—make no bargains about their remuneration, leave all that with entire confidence to us. The batteries at Skiddaway, Thunderbolt, and Green island (on the Ogeechee) are pretty fierce and the water shallow—but what I have told you above will fool them all. The contraband report great gloom in Savannah at what they call the apology to England, every one looking to a war. A thousand cavalry in from Virginia and say the rebels have given up Western Virg[a].

Best regards to Mr. Welles.

Yours faithfully

Hon. G. V. Fox Ass. Sec — S. F. DuPont

Washington

I have nothing from my home since 10" Dec. I believe our Lyceum mail don't come. Savannah bad with scurvy has come in for wood and water and provisions.

Enclosure

[Q. A. GILLMORE TO T. W. SHERMAN]

[Copy]

Confidential

Office of Chief Engineer Ex Corps
Hilton Head S.C. Dec. 30" 1861

Brig, Genl" T. W. Sherman
Commanding Ex Corps
Hilton Head S.C.

Sir,

I have the honor to communicate some information obtained from the colored man Brutus who accompanied me from Tybee this morning. He is the most

intelligent slave I have met here, and is quite familiar with the rivers and creeks between Savannah City and Tybee Island. He made his escape from Wilmington Island last week in a canoe.

He says the enemy's pickets are thrown forward every day to the eastern extremity of Wilmington Island; that the Skiddaway battery is about three miles above the position abandoned at Wassaw and mounts 6 guns; that the Thunderbolt battery is six miles higher up still and mounts 6 guns—(possibly 8 by this time) and that the road from the Skiddaway battery to Savannah, passes within half a mile of the Thunderbolt battery and is commanded.

He also communicates the very important piece of information, that boats of not over 10 ft dft", can pass from Wassaw Sound to Savannah River at high tide, through Wilmington Narrows and St. Augustine Creek, leaving Wilmington Island on the left and thus turning the Skiddaway and Thunderbolt batteries. There were no guns on Wilmington Narrows when Brutus came from there. By this route St. Augustine Creek is entered about three miles to the Northward of the Thunderbolt battery.

The Steamer St Mary one of those observed to be in attendance on Fort Walker before its capture—has been plying on this route for the last two or three summers.

In entering Savannah River from St. Augustine Creek, it is necessary to pass within about two or two and a quarter miles of Fort Jackson. Elba Island, in Savannah River just below Fort Jackson, and opposite the entrance to St. Augustine Creek, is several miles in length and contains some fine ground. There is a ship channel on both sides of it. Savannah River has no tributary on the South side, between St. Augustine

Creek, and Fort Pulaski. Oyster Creek makes in so near the Savannah River, about 3 miles above Fort Pulaski, that a vessel in it, would appear to an observer on Tybee Light House, to be directly beyond the Fort. Oyster Creek, some miles above the point where the passage leads from it to Wilmington Narrows, loses itself in the marsh, or as the negro says, "runs out to nothing."

I must say that I place great reliance on Brutus' statement, for everything he said of Big Tybee Inlet, was verified with remarkable accuracy by my examination. What he says is moreover confirmed by other slaves at Tybee Island. I recommend a gun boat reconnaisance up Wilmington Narrows, and solicit the privilege of accompanying it.

If we can get into Savannah River, by a line of communication that we can retain and control, it seems to me a far better policy to reduce Pulaski by cutting off its supplies, than by the very doubtful and very expensive operation of bombardment from Tybee Island.

I estimate, that after the armament applied for arrives, it will require at least one month of hazardous labor to get the pieces in position ready for opening on the Fort. A preliminary work of three or four weeks, will certainly be necessary to prepare the platforms, embrasures, bomb-proofs and service and store magazines. The landing of the ordnance stores will be an immense operation of itself. If we suppose all the mortars to be 13 *in,* and all the solid shot to be thrown from 8*in* Columbiads, we will require storage room and land transportation for about,

300 Tons of powder
1900 " " shells
470 " " shot

The powder will require an immense magazine. I disclaim any wish to shrink from this labor, but as there seems to be at least two ways of accomplishing the reduction of Pulaski, we ought to select the one offering the greatest advantages as regards rapidity and economy.

The reduction by bombardment and cannonade I deem practicable, on the supposition of exhaustless means. Whether it is expedient to make the attempt, and incur the risk of failure is another matter. Fort Pulaski is fully as strong a work as Fort Pickens, and we are informed that the interior arrangements to protect the garrisons are extensive.

We cannot reach the casemate blindage except by fragments of shells, which would do them very little injury. My chief reliance would be, as I have already intimated to you, in heavy rifled guns, to be used in breaching the walls and dismounting the guns. I respectfully ask the Commanding Generals cordial attention to this subject, in all its bearings.

Appended to this is a tracing which gives a general idea of Big Tybee inlet, as developed by my examination of it, and also of the Islands and waters between Tybee Island and Wilmington River, as I understand them from the statements of Brutus and other negroes, claiming to be familiar with that neighborhood.

Very Respectfully Your most Obdt Servt

Q. A. GILLMORE

Capt" & Chf" Eng Ex Corps

Enclosure

[JOHN RODGERS TO CAPTAIN DAVIS]

[Copy]

Confidential

Flag, Wassaw Sound
Jan^{y} 2, 1861

Dear Davis

I learn from Isaac Tatnall Gillis, Contraband, who escaped from the St^{r} St. Mary at Savannah to Tybee, 3 weeks ago, that there are 5 Batteries on St. Simon's Island and two on Jekyl Isl^{d}. All these batteries are made of railroad iron and palmetto logs, the guns in bomb proofs.

These Batteries may be avoided however in going to Brunswick by entering St. Andrews Sound and passing through the Jekyl Creek with about 2½ fathoms at Spring tide. This passage debouches about 2½ miles from the Batteries on Jekyl Isl^{d}. The passage through St. Andrews leads to Fernandina. There is but one Battery on Amelia Island, none on Cumberland Isl^{d}, the guns having been removed.

The guns on Amelia Isl^{d}, old ones brought from St. Augustine, are pointed across the channel towards Cumberland Isl^{d} and cannot be brought to bear upon a vessel coming upon them from the inside.

No work has been done on F^{t} Clinch and no use made of it.

Through Ossabaw Sound, there is a passage to Montgomery, about ten miles from Savannah, with a good road leading to that city.

There is a sand Battery on Green Island, which must be passed in going to Montgomery.

There are no batteries at St. Catherine's Sound nor at Sapelo, Doboy, Altamah nor St. Andrews. There is a battery of 5 guns at St. John's, and one with 4 at Nassau.

Genl Yulee (Query The famous Senator?) commands at Fernandina. In the scramble for the Virginia guns, poor Florida was pushed aside, and left without any. Therefore, and because she cannot get back her troops from Virginia, Isaac thinks the Floridians will not fight with any very good will. About 2000 troops at Fernandina. These people were formerly fed by Steamboat from Savannah through the Romilly marshes which we now block, so that at present they must be fed from Brunswick, by Railroad from Savannah.

Freeborn cut has plenty of water, Isaacs thinks 4 fath. to the Savannah River which it enters about 3 miles below F^{t} Jackson, and one below the entrance to St. Augustine Creek (See Savannah Chart). About 200 yards from the River, Freeborn's cut has a short double bend. Isaac was in a Steamer with double engines disconnected; by giving away on one paddle and backing with the other, she could scarcely get through; men with lines could have a vessel round. Isaac heard about 2 months ago that a section of the dry dock was sunk in Freeborn Cut. He does not know whether this is so.

Isaac says that Fort Pulaski is badly provisioned, that it depends upon daily supplies from Savannah, and that in a weeks blockade it must fall from starvation.

He can take vessels into the Savannah River at night if desired thro' Freeborn cut or thro' St. Augustine or Wilmington River. These two last names belong to different parts of the same stream, or by ascending

through Freeborn cut and coming down St. Augustine Creek, the forts may be approached in a direction they were not intended to resist.

If a force to resist the Georgia Navy can be got into the Savannah River above Ft Pulaski then the fort will be starved sooner or later, and fall without a blow. This will open Savannah River and Savannah to our Guns. Fort Jackson is on our way, but its guns are all en barbette.

By sounding here, we have found only 9 ft water *at low tide* into Freeborn cut.

After emerging from Freeborn Cut into the Savannah, Isaac thinks 2 fathoms can be carried down and across the river to Venus Point. See Savannah Chart.

The Flag is now between G. Wassaw & Little Tybee Isl^ds^ blocking Freeborn Cut. The H. Andrew disabled n^r^ G^t^ Wassaw Battery. The Seminole and Alabama at the entrance of the Romilly marshes.

Isaac has been pilot for years in these waters, he thinks he is worth $1500—his master got $35 per month for his services. Gillis, I think, scarcely sees his way clear in putting him upon his Books for pay. I do not think he ought to be made to risk his neck for nothing. Gillis said he would enter him, upon my urging it, but I do not think he has done so.

I send the Commodore his chart of Port Royal colored by M^r^ M^c^Cauley and backed. It is, I think neatly done.

All the information I have gleaned from Isaac is interesting to me, and you will I presume find it valuable as confirming or raising doubts, and getting better knowledge thereby, from other sources.

Yours most truly

(Signed) JOHN RODGERS

Capt. Davis

Enclosure

[JOHN RODGERS TO CAPT. DAVIS]

Wassaw Sound
Flag. Jan 4th 1861

Dear Davis—

I had a conversation with a contraband on board Gillis vessel who goes up in the Harry Andrew. He has white blood in his veins and is intelligent—name, Thos Franklin I think.

He says he heard that Com. Tattnall has resigned, alleging the infirmities of age. That three of the steamers are sunk in the channel—if so I presume the hulls were worthless, and the engines were wanted. This looks doubtful or rather very improbable. He says Fort Pulaski in which he recently worked as brick layer, (his trade) is well provisioned having five months supply. He says that the walls are badly cracked—that about 3 months ago the flag staff was struck by lightning and the fort was very much damaged by the stroke.

These are the main particulars. He is worth examination.

I write to you this because I do not think Gillis attaches as much importance as I do to this source of information. In war correct news is of so much value that sources of it should be examined. By digging, the clear water of truth will be reached.

It would be well to constitute an inquisitor with full power to torture with questions any unlucky white man or negro whom the misfortunes of war shall bring into his hands. Thus may our faith in the stars and stripes be vindicated.

Yours very truly JOHN RODGERS

Enclosure

[S. F. DUPONT TO G. V. FOX]

4th Jany. 8 PM.

Dear Sir

A whale boat is up from Tybee where the Andrew had to put in having broken her rudder a second time. I send off for her. We are fortunate in having a most efficient man in this ship the Chief Engineer, who puts these matters quickly to rights.

The contraband mentioned within is 24 h. later from Savannah than the previous one, who had stated that Com° Tattnall was considered too old and this one brings the news of his resignation. A General Harrison reviewed 15,000 men near Savannah—troops are arriving every week from Virginia—guns are still going up on Pulaski and 4 rifle cannon came from Richmond yesterday. They look to losing Savannah and this man also says they are to fire it, while they intend to hold Pulaski. Gillis thinks this man may have been sent as a spy. Except in *precision* of details and numbers I have great reliance in them—though we know also that a few are faithful. This we know by the signals that are occasionally made from the plantations on the approach of the Gunboats or armed launches.

Yrs truly

Mr. Fox S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash 8″ Jany 62
Port Royal

My Dear Sir

One word on a subject which has considerable effect on the *morale* of officers—viz—the publication or non publication of official reports.

I always intended to have suggested to Mr Welles the publication of my reports or such portions of them as could see the light by way of keeping up consecutive and correct information of our doings here, and thus carry along the antidote to the mistakes made and ignorance of letter writers. Some people are writing yet to know what has become of our people driven away from Tybee. The country believe at this moment that we are shut up in Port Royal and have not advanced a foot—while I am holding *seven* harbours of refuge in lieu of the two you required me to take. I say *seven* because *South* Edisto, and Ossabaw are nullified by North Edisto and St. Helena it being between the two, and Wassaw inlet covering Ossibaw.

Now comes the point. You have lately published some such reports and reconnaissances and not others—so that some officers are chronicled while others in equal operations are not. Drayton's report on N. Edisto I see reported—it is very interesting but his two previous ones on St. Helena much more so, and on the negro condition especially coming from *him* would have caused a good deal of effect.

So with R. Rodger's reports. You gave his capital

one on Wassaw but not the one on Ossibaw. And then of all others, you have not published Davis's on yr *favorite* stone fleet. Now, different officers go on these Exp. and it is on their acct that I write.

I see more than I want of my own name, and wish to live through my officers.

I am going to lose *two Lts.* Please let me have Lt. Mackenzie. Excuse great haste.

Yrs most faithfully S. F. DP

What are your views about the commanding officers for Dale and Wyandotte?

Upshur has applied for one or the other, on principle he being Senior—the last has filled an immediate emergency. Luce too has to go to the Academy and will go North on R. Island. The young Masters must work up in their places but Luce and Upshur are tip-top men and Rodgers was so sorry to lose them and then Corbin I presume will go soon.

[S. F. DUPONT TO G. V. FOX]

Unofficial

Flag Ship 'Wabash'
Port Royal Harbor S.C.
Jany. 11, 1862.

Dear Sir,

I have only a short time to write by the Rhode Island now here for a few hours on her way north: but I cannot let her go without answering one part of your letter of the 4th of January. You regret that the second expedition did not proceed and say that "the original plan ought to have been carried out because," (in a former part of your letter in the same connection,) "the polit-

ical condition of things renders it imperative that we should possess all the Southern ports possible."

Will you permit me to remind you, that the original plan of the expedition contemplated the seizure and occupation of two ports, as harbors of refuge; and that I have taken seven ports, and now actually hold five ports, of which three are in South Carolina, and two in Georgia; and of which five ports, three are held by me in connection with the army.

I received by this mail of to-day an important letter of December 10th. This reminds me to renew my earnest desire [previously expressed] to be in more rapid and regular communication with the Department than by the Supply Ships; and I would suggest that an understanding should be had between the Commandant of the Navy Yard, the Army Quartermaster, and the Post Office, at New York.

But do not suppose from anything above, that I have lost any portion of my interest in the Florida business. It is only a question of ships; and it will be prosecuted as soon as it can be done without abandoning other points. I am perfectly posted up in reference to it; but I ought to have one or two efficient vessels of moderate draught, like the Richmond or Hartford, because the large men of war of the squadron are excluded. I should like also to have four additional *regular* gun boats, which would be allotting me eight only out of the twenty three.

The withdrawal of the R. B. Forbes, a most useful vessel, reduces my squadron. The Wyandotte is almost useless. The withholding of the mortar fleet makes me still farther unhappy.

But as I said to you in one of my previous letters, it is for the Department to judge what it can spare and what it cannot; and to this I cheerfully submit. It is

my duty, however, to let you know in this unofficial way, and with the best possible spirit, that I feel myself very much pressed.

Thank you for the Key Stone State.

Faithfully, Your Obed. Serv't
S. F. DuPont

Hon. G. V. Fox
Assist. Secy. of the Navy
Washington.

[S. F. DUPONT TO G. V. FOX]

Wabash—30th Jany 1862
Port Royal

My Dear Sir

Lt. Comd. Temple thinks that some few days at the North will break his tendency to fever and is anxious to get service as soon as possible. He did his work well at Nassau and I am sure will do it well any where. If therefore you can fit him to a command I would be pleased to have him attached to this squadron.

I am more and more reminded of the blessing of Providence upon our first entrance here in Nov. The Savannah got ashore under our best Pilot and Missroon had a hard time in getting her off. The Baltic also struck coming in the last time and had to throw valuable stores over board. And all this mind you with the channel elegantly buoyed, light vessels &c.

I trust the same protection is going to follow us—if so, I hope you will hear good things of us. Our demonstrations of the last two days were very successful as such.

In haste, further by next steam mail.

Yr friend faithfully
S. F. DuPont

Ass. Sec. Fox.
&c &c

[S. F. DUPONT TO G. V. FOX]

"Private and Confidential"

Flag Ship 'Wabash'
Port Royal Harbor S.C.
February 10" 1862.

My Dear Sir,

Your last unofficial letter came safely, many thanks for it: I like to glean from such, a little of the inside tone and temper of the Department. I need hardly add how much I sympathise in the tremendous calls upon you, and what a hard master our Public is to serve. The best way is not to think *too much* of what will please it, but to think of what is best and what is duty. Now for a few dottings as you term them.

1st. We are stinted in Coal and Ammunition and I am indebted for sixteen hundred tons of the former to General Sherman.

2nd. I am anxious about the Vermont. You left too many tanks in her. Ten thousand gallons, as a reservoir would have been sufficient. Tell the Officer to wait outside until I send proper Pilots and choose the time of tide. I am sorry you gave her to a 'victim.' I hope you are not going to permit women to come along.

3d. Davis will leave by next Steamer or very soon. As soon as we dispose of No. 2, as we call it; though I think our Press has prepared for us much trouble below.

4th. We have stirred them up beyond measure here, Robt. Lee and Drayton and poor old Tattnall and Hartstein, the latter stationed up a tree on Colleton neck to

watch my movements, have all been flying about like moths around a lamp.

5th. Seven Gunboats, including the four *regulars,* are trying to get into Savannah River under John Rodgers, guarding the Soldiers who are putting up a battery on Jones Island, a work I think well of, except for the delay and the absorption of my force in guarding *troops.* Worst of all, I must have my regular gunboats and regular officers, and yet to leave only volunteer people with 'Western Worlds' and 'Merry Andrews,' makes me quake, but I shall be absent a precious short time. The weather is bad and unsettled yet.

6th. The return of 'Savannah' and 'St. Lawrence' I think may give you aid: the crew of the latter would do to send to Foote. You will find in history, not many Generals or Admirals who have volunteered to part with a portion of their force; but I really thought these ships were wasted here, and I brought myself up to the scratch by remembering that I had captured Port Royal with 134 guns, while I had outside some 163 belonging to my command.

In this connection let me remind you—not to complain, but to keep myself right—that of the 5 screw frigates I have one—that of the six first class Sloops I have not one—that of the 4 side wheels I have one—that of the 8 Second Class Sloops (Screws) I have four but two of these are the smallest and most worthless of the set—the Pocahontas and the Seminole,—Balch makes up a great deal it is true for the lameness of the former—he is a fine brave officer—and four regular gunboats. So you will perceive I have ten built men of war in my squadron, nine only in fact, for the Pocahontas cannot be called one. Where I am going I cannot but feel the want of more of the Mohican class, and one ship of the Brooklyn class at least.

7th. Resignations of young Engineers and Acting Masters come in occasionally. I dissuade and do the best I can. The Department's orders are excellent on that head and I listen to no applications for leave of absence.

8th. Despatched 'Bienville,' yesterday off St. Augustine in addition to 'Key Stone' to watch 'Miramon' with powder, gone to Nassau to renew Register, letter about her yesterday from Shufeldt.

9". Take care about changing officers, or withdrawing them. We are very low, it is like changing front before an enemy. These men should be relieved and not called home.

10". Take care of the Academy—dont call away another class or you will leave it an A.B.C. School.

11th. Please let me know how Acting Masters should rank, when they come in contact with Midshipmen Acting Masters. I had to decide a case on board Flag yesterday. The Midshipman Acting Master (Weidman) is a superior gunner and drill officer. The Acting Master (Warren) superior as a seaman and in date. I decided on the merits of the case and the necessity of the moment, and gave it to the latter, but I go for putting all the regular officers now in service in advance of the outside appointments, for gunnery is more than seamanship in a Steam Navy.

12th. My friend, I do not like the looks of things abroad in spite of the settlement. So soon as your Gunboats and present Steamers are done, we shall have enough for this rebellion; the Nation should arouse itself and prepare against Foreign interference ironclad ships &c. Every man should live on one half of his means for five years, all, except the man who labors for his daily food, until the country is in a state of defence, and I would show John Bull and Johnny Crapaud

whether I would do what I pleased with our own harbors, by closing one entrance to New York and rendering the other impregnable, and so on, along the Coast. Our independence and nationality are in danger —for God's sake, drop the negro question, it is dying of inanition, without any necessity to place ourselves legally and constitutionally wrong, thereby offending our weaker brethren, let us save the Country first from enemies within and without.

I am much interested in the contraband within our lines—they tell me there are from eight to ten thousand —they are daily increasing at Edisto and I have induced the General to send a Regiment to Edisto. I look for great work there when we get through No. 2.

But the contraband question is a very intricate one— how to employ them—who is to control—what protection are they to have—what authority to be given to those who work them. The various so called agents who come down here, more or less accredited, the collectors of cotton, collectors of negro statistics, the people of God, the best of the party who want to establish schools, do not all agree. Then we have the philanthropic newspaper correspondents, whose special happiness seems to be to abuse a General, who surrounded with extreme difficulties, is doing his best to overcome them. One thing is certain, that while the most rabid Abolitionist has not exaggerated their degraded condition, the transition state has not improved it. In England (I hate to quote her now for anything) a commission would be appointed by Parliament of wise unprejudiced disinterested and practical individuals to examine and report. Gov. Fish and good Bishop Ames had better be sent here than on a very doubtful mission to Richmond.

Do not mistake from my using the word Contraband

the relatively few who happen to be employed by the Government and the negro population on the plantations who are without work.

The Hartford called and has passed on!! But Davis will post you up about her—dont fail to ask him.

My warm regards to Mr. Welles.

G. V. Fox Esq Yours faithfully S. F. DuPont
Asst. Secy. of Navy.

[S. F. DUPONT TO G. V. FOX]

My Dear Sir 18 Feby 62.

Have not time to write unofficially, and I am much fatigued.

Coal—Coal—I am going with the ships unloaded. Lenthall made some mistake, so with the ammunition —do hurry it on. I should be tied down now hard and fast but for Sherman.

A paper of the 12th in. Glowing news from Foote and Goldsborough. It made my heart leap. If God is with us, you shall have all this coast in three weeks, so far as we are concerned, what we do not hold inside will be as tight as a bottle from outside.

The thanks of the City of New York to Ringgold made a roar to-day and a wag said, it was better to have been *outside* than *inside* on the 7th Nov. Strange all the *solid* honors thus far in this war have gone to two men who were never in harms way. Publish the letter about the Infernal Machines. I suppose that kind of obstruction is all right with the London Times—it does not keep the cotton in.

Mr. Fox Yrs truly S. F. DuPont
Ass. Sec.

[S. F. DUPONT TO G. V. FOX]

My Dear Friend

Will you do me the favor to give the enclosed letter the proper direction to Lord Lyons. It contains a letter to my friend Capt. Hancock of the Immortalite—whose address I had not.

I am off so soon as the tide is up, three days gale just over—the first we have had.

Ever faithfully in haste

Cap. Fox S. F. DuPont

Navy Dept

Wabash 27th Feby. 62

Port Royal.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash Outside
Port Royal Bar
28 Feby. 62

My Dear Sir

My ammunition arrived just on time as I was detained by bad weather. Our operations of the last month have caused the enemy to concentrate everything round Savannah, and according to two deserters he has abandoned Brunswick! and withdrawn the guns from the forts at St. Simons.

All this I will see to—but my object in writing is to say that all approaches on Savannah will have to be probably by Ossabaw Sound and that the Ericsson

would be of immense service in knocking over the fort on Greene island. She could then proceed on to the Gulf. This fort is so situated as to make it very formidable on low marshy ground. I think the soldiers will want it taken.

Our feints here have been most successful—but there is seen for some reason a determination to defend Savannah—the river is obstructed, torpedoes and infernal machines in great numbers and masked batteries above Jackson. According to deserters they have sixty thousand men in and outside—this seems absurd, but not more absurd than the last report there are 70,000 in and round Charleston.

The Fingal is purchased and Tattnall fitting her for his flagship, with 9 guns.

In haste Yrs Most truly

G. V. Fox
Ass. Sec Navy.

S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Navy Department
March 6" 1862.

My dear Commodore:

I had a long talk with McClellan to-day to see if he had any objections to giving Sherman orders to go ahead with the first programme.

I was rather surprised to find that he did not know why it had not been carried out, and upon comparing notes more freely, we both found that we were entirely ignorant of what was going on or intended. Meigs was with us, and he had a letter from Sherman one month old, which seemed to intimate that the other expedition was about to move. Under these circumstances, an

order will be given by both Departments, suggesting that the matter go forward at once, unless incompatible with some operation now on hand. I do not think, as I have several times written you, that the Government place much importance upon the acquisition of Savannah, beyond the possession of Pulaski, but the recovery of a whole state is a moral victory that cannot be too highly estimated. The people expected Sherman to march at once upon Savannah or Charleston, which was ridiculous, and impossible, though I think he could have cut the railroad. He and his compeers, expected the gun boats to go directly into the Savannah river, and dash up to the city, which was impossible, so that a month ago he seemed to be waiting for the Navy to go South. In the meantime there is an immense force and the sickly season almost upon us. I look forward to it with dire apprehension. The Nashville has got into Wilmington, Southern accounts say by hoisting the American flag and going through our ships. A regular trade seems to be carried on from Nassau and Havana to some parts of our Southern coasts in small vessels. I suppose it cannot be entirely prevented, of course, but I do not believe they use Charleston and Fernandina as they pretend. There are eight steamers fitting out in England for the Southern coast, and the blockade would give us very serious trouble were it not for the desperate condition of the rebels, owing to their sudden reverses in the west. I think Europe will now withdraw their material aid. The Vermont, having met with serious losses, the extent of which are yet unknown, the Relief is now loading for Port Royal. I hope Lenthall and Harwood keep you well up in ammunition and coal. The resolution for you went through unanimously and I trust we shall obtain for you higher honors yet. The Maratanza "double Ender" is nearly ready

at Boston and we will send her down for Rodgers. The Miami steered badly but it was the fault of the constructor at Philadelphia. The Octorara is a gem. We shall get off the Vermont again at the earliest possible moment, but she is not yet saved, and I hear has lost her masts. Any little trophies from your district would be most gratefully received by the members of Congress, and as they constantly ask me for such, I have ventured to ask you to make up a box of the most trifling things. One word more, and good night. Don't write confidential letters upon a former flag officer to your *short* friend.

Yours most truly,

Flag Officer S. F. DuPont,
Comd'g So Atlantic Blockd'g Squadron
Port Royal

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Wabash off St. Johns
Florida—10 Mar. 62

My Dear Friend—

After sending Mohican, Pocahontas and Potomska to Brunswick I sent the 6 light draft vessels here to cross the bar, explore and go up to Jacksonville and to Palatka if need be—and after arranging all matters for the occupation of Fernandina, St. Mary's Geo[a] Cumberland Sound &c, with Gen[l] Wright and Drayton—I came out in the Bienville and joined my ship again, and run down here to see how the expedition was progressing. Nassau we have—but the boats were still outside the bar, except Ellen which we got in this afternoon. The others hope to get in tomorrow. These bars are very shallow and there is some delusion about the Fernandina one—we came out at high water yesterday,

with Mark Twain—how we got over drawing 13 f. I know not.

Four contraband hoisted a white flag and were sent for—they represent an entire abandonment all over the country, pretend to say the Governor has ordered everything to be left except Pensacola and Appalachicola.

I have sent Huron that cannot possibly cross this bar with her foot more of draft than her predecessors to St. Augustine to send up Keystone to P. Royal for my mail and to ask Lardner if all is quiet there, for Sherman had a long face the day I left him.

I want to finish off this coast—and possibly the Theodoro and Casslin are stowed away in some of the inlets—also see about the Live Oak in Mosquito inlet. You can get as much as you want on Cumberland island.

Regards to Mr. Welles.

Faithfully Yrs S. F. DuPont

I hope Davis is with you today.

Please hurry Flag and send me some light draft Tug or ferry boat for *Edisto*. Ellen is nearly used up and the tugs must be repaired or break down altogether.

Don't say I never gave you any thing for I enclose you a thousand dollars—but I am rich I have some half million more.

[S. F. DUPONT TO G. V. FOX]

Off St. Augustine
14 March 62

My Dear Sir

All these reports are interesting. Do have them published, they encourage the officers more than anything else.

The great want of the Govt. is an official Organ for *National* effect, if not for Political. The Nat, Intell[s] will publish everything. I think the Ass. Press concern a curse.

I hope to catch the Casslin—but I have nothing to cross that Mosquitoe Inlet bar, but this ship's launches and they are away up at Jacksonville—and lucky they are there. I am sending to Wright to hurry troops there—he thought it ought not to be occupied—but it must be to secure loyal people.

I rec[d] the Dept's mail—will take an early opp[y]. to write about the *blockade*. None of those vessels reported from London and Liverpool ever dare approach the coast, showing what *they* think of the blockade—but transship at Nassau N.P. aided and abetted by those English hypercritical scoundrels—into vessels about the size of our launches.

The Fingal was the last *foreign* vessel that got into Savannah, after the gale of the 2[d], but has never got out and is sold to the rebels.

The Isabel and Nashville, with *local* Pilots of extraordinary skill, fogs and accident, and *Steam* have eluded us—but how many have been kept out? Skiddy run through Lord Cochrane's *whole* fleet blockading *one port*. Steam has quadrupled the advantage to those who *run* the blockade, over those who cover the ports.

But the game is up with them now, I promise you. The merchants ought to be glad the Nashville *is in*. This place Smyrna which I knew nothing about, has let in good many arms I am now satisfied.

Much disappointed about the Vermont, but expected nothing less. A clever old Port Captain would have taken that place.

Now my friend for the last time let me implore you to send *coal*. I have begged in vain. Two weeks more

and this whole fleet will be laid up. Lardner writes only one vessel has arrived and this gulf people swallow that up.

The coming Equinoxial gales, will upset half the ships I have—all their Paddle wheels are nearly out of the water.

I can't tell you how I feel about it. I have written and begged Lenthall and you—but it produces nothing —two miserable schooners on the way, which will not both of them fill up the Bienville.

Yrs faithfully S. F. DuPont.

[G. V. FOX TO S. F. DUPONT]

Navy Department
April 3, 1862

My dear Commodore,

The deficiency of coal is entirely Lenthall's fault, for on the impression gathered from your notes I have spoken to him daily for sixty days. We will make some different arrangements about sending it. In the meantime Lenthall is ordered to hire steamers to carry coal to Port Royal, and the Bienville will be loaded full and sent off, and you can return her for more, or for docking, if she requires it.

The Kensington at Port Royal is most serious to Farragut. Now that operations are closed inside of Hatteras so soon as the Merrimac is disposed of and the movement which McClellan asks for performed by Goldsborough, we shall be able to send you a dozen vessels.

Our summer's work must be Charleston by the navy. We can give you the Monitor and Galena, iron vessels,

the former can go up to Charleston and return in perfect safety. The other is simply an ordinary formed vessel clad with iron. What do you say to it, and what should you require besides these vessels? I should like your views, and be enabled to give to you the crowning act of retribution.

The running of the blockade to Nassau and Havana, and the escape of the Nashville both ways has caused petitions to be started in Boston, New York and Philadelphia, for the removal of Mr. Welles. Uncle Abram has no idea of giving way to these people, so you may feel no anxiety. Stringham has made a strong push to get *recommended* for a vote of thanks, urging that you received it for an action previous to the passage of the law. So we sent in your name again to *quiet* him. There is no chance for him. Davis is here smiling and happy. Think over Charleston, and see if we can do it about June. We have about $25000000 for iron vessels, thanks to our disaster at Old Point. Can't you send me half a dozen secesh swords of the commonest kinds, for distribution? The rage here for trophies beats the Mediterranean antiques. With my best wishes for all your plans—so wise and successful.

Most truly yours

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

'Wabash' Port Royal
April 3. 62.

My Dear Sir

Since writing to the Department for more force Gen[l] Hunter informs me that he considers the Army here

too much spread, and he contemplates withdrawing the troops from North Edisto and Jacksonville!.

We have many contraband at the former and its occupation was a thorn in the flank of Charleston, though the force naval and military was much too small. At the latter place the people committed to the Union movement will be checked, if not maltreated, and we shall lose Florida politically if not otherwise. The gun boats cannot hold Jacksonville without troops, and will have to be drawn down to the mouth of the St. Johns for a simple inside blockade of that river, losing all the moral effect of the splendid reconnaissance up it, for more than one hundred and fifty miles by Stevens.

The Henry Andrew the only vessel I could get into Mosquito inlet, to prevent the further ingress of Enfield rifles from Nassau and to guard the Live Oak, is seriously threatened by the rebels and will be driven out. A Regiment for a few days would scatter these wretches to the four winds—but of course I cannot now expect one, and we shall lose two hundred thousand dollars worth of live oak and pine.

Do not understand me as wishing to criticise the new order of things. Gen[l] Hunter has good military reasons for his intentions, but they run counter to what we have been doing, and to your urgent pressure on *me* to take more ports. We had better have left Florida and the lower coast of Georgia alone, than to show an inability to keep what we have captured. We are informed that the Rebel order to evacuate Florida has been rescinded, and Gen[l] Wright is threatened at Jacksonville by 2500 men.

I have not yet told you, that we have a ram as well as yourself to haunt our imaginations. Some swear to one as getting ready under Fort Jackson, others doubt. I

get a new sketch of it every few days from Wall's Cut. Our friends in the batteries are greatly exercised thereby, and I cannot get away my light draft vessels to send and help my own people elsewhere. By the Charleston paper of the 25″ ult° Tattnall passed through with his two sons to assume the command of the Merrimac.

Yesterday seventeen stupid volunteers and a Lieutenant, were captured by the rebels on Wilmington island, and of course I was called upon for assistance to prevent a recurrence. It is apprehended the enemy may extract from them the preparations on Tybee for the bombardment of Pulaski, which will now have to be accelerated—carriages or no carriages. When all patience was exhausted, they were looked for by the Atlantic but she came without them. Hamilton Chf. of Artill^y thinks it will be reduced in three days when they once commence. I fear mischief in the mean time.

Now my Dear Sir, there is an easy solution to all these difficulties and complications. Five thousand troops should be dispatched *at once* and give me the gun boats and Tugs I have asked for.

General Sherman leaves us in the morning. I have asked Eldridge to pass near us on going out that we may give him three hearty cheers from the Wabash. His position has never been understood by the Government or the people—he was required to make bricks without straw. All think well of having made a Military Department and sending a Major General, but why could not Sherman have remained in command of the Division? A more arduous, onerous and responsible but thankless work, no public officer ever went through, and none ever brought to such a task more true and unselfish devotion. It seems hard when such labors are about to bear fruit, that he who ploughed, harrowed,

and sowed, should not be allowed even to participate in the gathering of the harvest.

He is a true friend to the Navy, and when I compare his noble endorsement of us fellows for the Port Royal affair with the meagre, stinty approval given by others on similar occasions, so properly commented on by Mr. Grimes in the Senate, I feel still more for Sherman.

Last not least—Stevens with this ships boats and the prize Steamer Darlington & Ellen has raised the *America* and brought her to Jacksonville. He had made one fruitless search; but a carpet bag was found containing a letter which gave the precise spot where she had been sunk, 147 miles up the St. Johns River; the letter closing with one of those refined rebel phrases, "They had so fixed her that all the Yankees outside of hell could not get her up." She is not much injured but without sails or ground tackling. As you have heard doubtless, she was purchased by the Rebel Government to carry Mason and Slidell to England.

It occurred to me that so historical a craft, so curiously restored to us and to the *North* where she could only have been built, might be with a happy moral effect presented to the Governor of the State of New York, if the Department will allow me to do it. I would of course fit her up nicely, put an officer on board send her home and have it all done *secundum artem.*

Please remember this is a *confidential* letter. With best regards to Mr Welles

Yours faithfully

S. F. DuPont

G. V. Fox Esq
Ass. Sec. Navy,
Washington.

[S. F. DUPONT TO G. V. FOX]

Wabash 14th Ap. 62
Port Royal.

My Dear Sir

Please publish my report about Pulaski and Rodgers' to me—in order to gratify as I think it will, Genl Hunter and the army people.

In haste Yrs faithfully—
S. F. DuPont.

Ain't Foote a hero! he is leaving us all out of sight—

S. F. DP.

[FOX TO S. F. DUPONT]

Navy Department
May 12 1862

Flag Officer S. F. Dupont
Port Royal.

My Dear Sir:

Now things are breaking up entirely in Virginia we are ready to give you a force for Charleston. I wrote you a note about it some time since. If we give you the Galena and Monitor, don't you think we can go squarely at it by the Channel, so as to make it *purely navy?* Any other plan we shall play second. Port Royal and New Orleans suit me. Please write early as possible. Davis has commenced well out West. I am glad he has had a chance.

Gov[t] are to have a weekly list of steamers down the coast for the mails. I have not written you lately, that confounded Merrimac has set like a nightmare upon our Dept. If you can finish Charleston with the Navy, the Country will rejoice above all other victories.

Everything looks well and goes well. With warm regards to Rodgers,

Most sincerely yours,

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, 25. May, 62
Port Royal S.C.

My Dear M[r] Fox,

I arrived last evening from a weeks inspection on the Coast from Georgetown to Fernandina, taking *two* good looks at Charleston in Keystone State. I pushed the Gunboats into *Stono!* Two batteries were abandoned and I have told Marchand he must knock down the third. After much trouble about the bar we found 13 ft. This brings the military base within ten miles of C——n.

I have yr private letter and the Departments confidential one. All will be done that it is in the power of man and men to do—but do not underrate the work; all the defences for one year now have been *seaward.* Since Pulaski fell, which has made them shake about Sumpter, a low fort is going up on Cummings point. The middle ground is also fortified. Moultrie and Castle Pinckney strengthened, the defences on Sullivan's island are not much I think, but Ft. Johnson is the

Key of the position. Then you know we go into a bag, no running past, for after we get up they can all play upon us.

The landward defences are nothing—but these Soldiers are queer people to us. I had to write to Hunter to-day, that on his coming here I had, to avoid delay and circumlocution put myself in official communication with the Brigadier commanding this Division of his department—but that could no longer be and in virtue of my assimilated rank as Major Gen[l], he (H) must address me on all his wants &c.

I wrote to-night a private letter to Mr. Welles to give Rodgers the Naval Academy when he can be spared here. No man living is more capable or more deserving.

Faithfully Yours in haste

S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, 31. May. 62.

My Dear Sir

I found the accumulation of men from Prizes so great and the Bienville's Engines so precarious from being out of line, that I determined to send her home.

You will see that we have smashing work with the 'Joint Stock company' for running the blockade and I hope we shall catch more of them, but I think you will have to look out for *Wilmington,* for they will go from Charleston there. Prentiss has fixed Georgetown by going inside as I wrote you. You had better write to M[c]Kean about Indian River, there is a possible tran-

shipment there, for there is a road from that inlet clear up to Volusia. Except this place 'Indian River inlet' one h[d] miles below Cape Carnavaral and Wilmington I think all else is as tight as it can be, though I have greatly regretted that the Stono operations have taken so many gunboats from Charleston at this moment—but they are likely to be important for I believe the rebels have discovered the egregious blunder they made in letting go the Forts on Coles island and the old Fort higher up and want to reoccupy the latter—fortunately I got Drayton up in time with the Pawnee to go in there, adding Huron to his force—but I am waiting to hear the exact state of things with some earnestness.

The army people have no orders on the matter alluded to in the Confidential dispatch to me, but are studying out things and looking to occupying the Stono.

I see with regret the want of success in the James River with the iron boat, showing more invulnerability on the part of the Monitor than power of aggression.

Think coolly and dispassionately on the *main object* —remember there is no running the gauntlet, night or day—no bombardment of a week to fatigue and demoralize—the defences of the *Mississippi* the merest shams in comparison—for thirteen long months it has been the remark of our blockading officers that the industry of these rebels in their harbour defences is beyond all praise, it has been ceaseless day and night—Sumpter has been strengthened by a water battery attached to it—Cummings Point is covered by heavy works—the Middle ground likewise is piled and fortified—Fort Johnston that reduced Sumpter still improved. Castle Pinckney and Moultrie then come, and all this mind ye in a 'cul de sac' or bog. I merely allude to all this, that your own intelligent and brave mind

may not be carried away by a superficial view of recent events, where the results have been thank God for his mercies, so great that the difficulties have been naturally overrated. I only have to add on this subject, that if the enemy do their duty as we expect to do ours, then it must be a 'do or die' work—but this we are ready for and no mistake.

Since writing the above I have a letter from Drayton who has swept the Stono River up to the fort land. We had unpleasant reports yesterday through the *Soldiers* that the Gun boats had been driven back, though I told the Gen[l] there was not a word of truth in it.

I avail myself of Drayton Report to write a full account of our occupation there, having only been informed unofficially of the fact—it is a handsome thing and very important. They have no transportation, five transports have been taken from them lately. They have to throw themselves on me, but—they give me no notice until they are in a state of despondency or despair—fortunately I have the Alabama and Bienville in, they will give them important aid; but I have to send my tugs to Beaufort 14 miles to get their troops, they have no Pilots, they have nothing. Still as I have cleared James' Island for them they are anxious to possess it.

They are credited with 18,000 men; if they land 9 thousand they will do well. Wright is in Edisto where our people, Rhind's command are doing everything for them—he is to march over to the Stono, also. They are very helpless. They sent a party to cut the R. R. from Port Royal Ferry, but it was not left to Stevens, and the party came back minus a captain and a private, having done *nothing*. All this only for your own ear.

I send a boy by Bienville with some arms (trophies) for you to dispose of—the sword is for yrself from Pulaski—a note inside to you explains.

Please order that the Bienville must leave in two weeks, without fail. Oh that Flag! She left the 9th of March!

Ever yrs faithfully S. F. DP

Old Sedgwick is good deal of an elephant with his beef, but it is a good thing and we have got along!

Don't fail to read Drayton's report.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

'Wabash' Port Royal
June 1" 1862

My Dear Sir

An order from Col. Harris came last night detaching Major Doughty from this ship. It had the approval of the Secretary and of course was put in immediate execution and the Major leaves in the morning.

But I have never seen this process before, and it belongs to that system of assumption of authority by the Heads of different departments to withdraw their members from the immediate control and direction of the Secretary of the Navy, a feature which has always given our Department an advantage over that of the Dept. of War. This control of the Secretary and the prestige pertaining to it, is in a measure transmitted to those who represent him on service, whether Flag Officers or Commanding Officers—and that is just where these innovations strike with a bad effect.

The approval of the Secretary, so natural for him to give, is immediately converted into an approval of the *system itself,* and I suppose the Chiefs of the bureaus will soon order and detach paymasters, Surgeons,

Engineers, &c. It is a system of "disintegration," building up kingdoms within a kingdom, and if not arrested will cause all to crumble some day like a brick wall, from which the mortar has been insidiously abstracted.

If this has been the usage heretofore—then please consider that I have said *nothing* as the French term it; but I never heard of it and it struck me unpleasantly.

I forgot to mention yesterday that the rough Cutlass in the box I spoke of was also from the Planter.

I have had her appraised by competent officers, who have fixed her value at $9000. I think the guns I sent to New York ought to be added—will you ask the Commandant of the Yard to have them appraised by the Ord. Officers?

Last night heard of Banks' affair—it will do good like Bull Run—two ships detained here with troops on board that I want elsewhere after *pretending* to hurry *us*. In case any change should be made of Gen Hunter, which I hope not, I implore that —— be not left here in chf command. I say this for no personal feeling, but from the utter incompatibility of the man to fill such a place—this *entre nous,* tear this up.

Yrs faithfully

S. F. DP.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash 1. June. 62

My Dear Friend

I must have a slight growl. You ought not to take the 'Flag' from me. I nursed her, planned her repairs, she is important off Charleston to catch all these fellows

coming. Keystone and Flambeau are the only steamers that have much of heels—she has both heels and long guns. Do send her. The Merrimac is dead and I don't believe her ghost will rise.

Aff. S. F. D.P.

Make Goldsboro take care of Wilmington, the four Steamers we caught were all going there if foiled at Charleston.

Please forward the enclosed to Davis. We call him Flag offr. I suppose you will make him one.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
June 3d 1862

My Dear Flag Officer

I have yours of the 25th May. I noticed in the papers the approach into Sv'n'h. I also notice your remarks about the Harbor of Charleston. It may be impossible, but the crowning act of this war ought to be by the navy. I feel that my duties are two fold; first, to beat our southern friends; second, to beat the Army. We have done it so far and the people acknowledge and give us the credit.

Look at the New Orleans affair. It was like the Port Royal fight, the soldiers *looked on* and saw their forts knocked over. I know if it be possible, you will go on, and we will send you the "Monitor" and "Galena" and some double end boats to rendezvous at Bulls Bay so soon as we finish here. Goldsborough has had nothing to do except to watch and protect the Army, and con-

sequently has lost in public estimation, therefore I am exceedingly anxious that he shall have the opportunity to take Fort Caswell with ships, which he is confident of doing, when they are at your service. I feel this is due to Goldsborough because Congress has not yet acted on his vote of thanks. Halleck never mentioned gun boats in his dispatches, but Beauregard renders them full justice—*so do the people.* The army never do us justice, not even when we win it, and I could convince you of this in all your operations if it did not make this letter too long. Farragut is nearly to Memphis and the Mississippi is ours. Mobile will then fall, which finishes the Gulf. Goldsborough will certainly take Caswell which leaves Charleston for the closing act, so far as the navy is concerned.

As I know your feelings are the same as my own, I can add nothing, except that the "Monitor" can go all over the harbor and return with impunity. She is absolutely impregnable.

Davis has relieved Foote, and Lardner, McKean. Farragut having gone up the river with his fleet and left a very small force off Mobile, where the rebels have quite a naval force, we were forced to send the Susquehanna there under Hitchcock. I knew you would feel her loss but there was no help for it.

You shall however have the Powhatan or her equal. We have about twenty iron clad vessels under weigh, fit to meet on the ocean that power that has attempted our humiliation. If I can live to help administer the navy against that power, my highest ambition would be gratified. The capture of prizes by your Squadron, leaves little to be desired. The escape from Charleston of the Economist, troubled Mr. Seward a good deal, but the late successes of yourself and McKean are very satisfactory. What you say about Rodgers is true. The

Secretary seemed some time since, a little inclined to give the Academy to Foote, but he has not made up his mind yet—besides Foote has nearly killed himself by devotion to his country. I pray you give us Charleston if possible, but in any event, the Dept relies upon your judgment. We should be inclined to skip Fort Caswell if you consider it imperative, for the Fall of Charleston is the fall of Satan's Kingdom.

Very truly Yours &c.

G. V. Fox.

[G. V. FOX TO S. F. DUPONT]

Navy Department
June 11 1862

My Dear Flag Officer

I have your notes, and today the box came, and the distribution shall be made in your name as you request. I notice the very important move you are making in the Stono and send you herewith the Topog. chart of the same. I also obtained an order for the Vanderbilt to proceed immediately with schooners for transportation to Hunter. I also obtained the revocation of an order which was made out withdrawing his cavalry regiment.

Until Richmond falls it is impossible, of course, to give him men, or you the gunboats. What a pity, when the key of the city is within reach. The 'Flag' sailed Saturday and the South Carolina takes this. We finally gave an order that the Flag should be taken out if her engine would move.

The Comr's are not satisfied unless these vessels can be turned into regular men of war. I looked into the matter of orders to marine officers and find that it is

conformable to "usage." Davis has wiped out the western rebel navy, and our forces are investing Mobile.

The Powhatan is promised early in July, which means the last, S. C. Rowan to command her. We will send her to you. Many thanks for the sword. I have a memento of most of the battles, presented by those whose valor gave victory to our cause and therefore doubly valuable to me. I enclose you two notes which explain themselves. I shall esteem it a favor if you will give directions to have this body placed in the coffin and sent to the Father, who is my old and dear Pastor, and whose son received his appointment at my hands, and died in the service of his country under your command. The coffin went out by the Massachusetts, previous to her present trip.

Very truly yours

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash, Port Royal, S.C.
7, July, 62

My Dear Friend

I enclose a slip from Charleston Mercury of 25. ult° —that you may see how our correspondents give aid and comfort to the rebels. They were alarmed in so high a degree as not to be able to understand some *extraordinary proceedings*—they will now be reassured by what I am *made* to say.

I enclose also a Charleston Courier with a violent attack on Drayton, that he may be credited accordingly

at the Department. The denunciation omitted one item in the Drayton family, that the Commander's father General Jackson's friend, was driven from South Carolina for his Union sentiments, lived in exile from his State, and died in the North. Do not however let the article in question be republished, but keep the paper.

Please do not let that gang of Thugs the Associated Press have my reports or the reports of my officers to me—they always mutilate, never know the point involved of anything professional, and generally leave out what is best.

The Dept have been very kind in publishing the reports of my commanding officers, and it has had a very happy effect in the squadron. I wish you could have seen a letter received the other day from Stevens by Rodgers—it would have gratified you as it certainly did me and touched on this very point—that the officers here had always been brought forward. I mention all this because I think you made too light of our occupation of Georgetown waters, not for us but for the Depmt itself. I think you should have published Ammen's and my letter about Sproston's death. You published the one about Budd and Mather and it brought me more letters than you can imagine, and I think the relatives in Balt° are all union people. Truxtun's letter too was deeply interesting.

Other letters from me to-day will tell you of my sending this ship home. You will see Rodgers—it is important you should.

Yours most faithfully

S. F. DuPont

Mr. Fox, Washington.

[S. F. DUPONT TO G. V. FOX]

Flag Ship 'Wabash'
Port Royal Harbor S.C.
July 7, 1862

My Dear Sir,

My official letter will explain my views as to sending this ship North. I have always had a great dislike at running *willing horses to death* and the devotion and absence of all grumbling on the part of this crew, after their long and continuous service never having landed but to fight and doing the work they do for the whole squadron, with no chance at prize money &c have brought me to this determination; though it deprives me of my *base* of operations as it were, and like McClellan I feel like changing front in the face of an enemy, to say nothing of great personal discomfort, but it gratifies and raises the morale of seven hundred men.

You will appreciate all this, and at the same time will understand the earnest requests I am about to make in connection therewith.

First. Will you please send an order to Pendergrast to permit the crew to go on shore under the direction of her Captain, as soon as she arrives? Will you also ask him to have a berth ready for her wherever he may deem best? If vessels are moved in time for this, we shall start by gaining 24 hours.

As I state in my official letter there must be no pulling to pieces. I would rather run the risk of losing my mainmast next winter, than have it taken out now and I did not therefore send her to New York, where I hear they are giving fifty ($50) dollars to seamen for a voyage to Liverpool.

I *beg you* further in the most earnest manner not to detach a living being from her, Officer or man—if any applications come, tell them to apply through their flag officer.

You have here and there taken a Lieutenant out of returning ships or retained such as go in prizes such as the Executive Officers of the Alabama, Huron &c. I have thought this very hard for the outside appointments are getting *lower and lower.*

I hardly know how I can spare Rodgers for a few brief weeks even: he will go to Washington and see you and tell you many things I would like to write about but I have not the time to write them nor you to read them if I did.

Rodgers did not wish to go North but I insisted upon carrying out my view of the case.

From a letter from Grimes I infer the Admiral bill is very doubtful—that the Senate should be behind the House in such a matter seems strange.

We are in deep anxiety lest we have not heard the worst about Richmond—dates to July 2.

These midshipmen here will be applying to get in gun boats &c—they are of more service here, to themselves also than any where else—belong to our boats and infantry companies and are thoroughly disciplined. I beg you not to let one go. In this matter if you do as I did on arriving out here, put yr foot down, you will have no trouble. I put my face against all leaves of absence and now every one is glad that I did not permit a man to leave, even those who applied are glad I refused them.

Faithfully Yrs

S. F. DuPont.

[S. F. DUPONT TO G. V. FOX]

[Enclosing copies of letters of June 30, July 2 and 4 from P. Drayton to Admiral DuPont.]

Private and Confidential

Wabash, 9, July, 62.
Port Royal.

My Dr Sir

I thought you had better see these letters of Drayton's —you will perceive how unassured they are. After reading please tear them up.

My regard for the Comdg. Genl is so high personally —that I will not permit myself to pass any judgment upon his acts. *I* believe the troops were not sorry to leave.

Yrs most truly

Hon. G. V. Fox,
Ass-Sec.

S. F. DuPont

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono River June 30th. 1862

Sir,

I had written you a letter on the 28th in relation to the most unfortunate and at the same time injurious evacuation of James Island by the army, as our forces were

quite securely placed in an advantageous position. I cannot comprehend it, except on the supposition of positive orders from home, or the adoption by Genl. Hunter of a policy similar to that which has so frequently induced the Southern places of strength to be vacated, but which we have never yet understood.

In the present case, I am satisfied that what is being done, will not only greatly inspirit the enemy, but depress our own troops, who must look upon themselves as beaten off, and by a force little if at all superior to theirs. As it will not now be necessary to send the letter alluded to above, I will merely repeat in substance, what I there said, and which has been talked over since with Capt. Rodgers. I am quite convinced, that if we seriously determine on the reoccupation of their deserted batteries on this river, no number of wooden vessels could wholly prevent it, but still as I think that they would be much more likely to undertake this, were there no chance of interruption, I recommend that a sufficient force be left here, to, at least, oblige caution in their approaches, and thus at least gain time, which may enable us to perhaps retake our old positions here, should Genl. Hunter's policy not meet with approval.

Coles Island is so difficult of access, and the anchorage so roomy, that vessels lying in it could scarcely be interfered with, at least without plenty of warning, and they would be also in easy communication with our squadron outside by signal. I would consequently recommend that after the departure of the Army, our ships remain in the river to retain as complete possession as may be practicable, at least until you are satisfied that all attempts on Charleston are to be definitely given up, when you can of course reduce the force to the mere requirements of a blockade; until the army is

safely on board, no vessel should, in my opinion, leave, immediately on that being done, I will send to Port Royal the Unadilla, and to Capt. Marchand the Huron, waiting further orders from you for the disposition of the other vessels. As I have before said, I do not believe that in their present depressed state of feeling, the attempt will be made by the Confederates to reoccupy any of their deserted coast lines, should they however be inspirited, either by success at the North, or by a continuance of such acts as the one I have commented upon above, they can scarcely help becoming bold on our timidity, and will no doubt at once endeavor to prevent another approach to Charleston by James Island the only one where our army can have a firm base of operations in complete communication with its own transports, and our fleet, and when it at once fixes itself, without any risk, within sight of the steeples of Charleston.

Very Respy Your Obdt Servt.
(signed) P. DRAYTON Comdr
Senior Offr

Flag Officer S. F. DuPont
Comdg. S. Atl. Sqdn
Port Royal

P. S. The Paul Jones arrived here direct from Washington on the 25 June on the 30th with orders to report to the Senior Officer at Stono. I will keep her until I hear from you.

Very Respy
(signed) P. DRAYTON

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono July 2" 1862

My dear Commodore

Rodgers will tell you my opinions and feelings better than I can in a letter, my disgust at this wretched evacuation, is more than I like to express, although I have done so pretty freely, to think of the work, transportation, loss of life and worry of the last month, being all wasted for no earthly reason, perhaps a mere pet, or the desire for a quiet summer, on the part of the Comdg. General.

It seems almost like a joke, but I really can see no reason why Fernandina and Pulaski should not be next, if mere convenience and concentration is to carry everything before it and blind judgment to rule, anything may be done. I for one do not believe that Charleston can be taken except through James Island, and trust that the rebellion cannot end until its cradle is in our possession. This being the case, you may suppose that I am a little disappointed, when we were on the high road to obtain this object, at our all of a sudden withdrawing without any earthly reason, that we can at least here perceive, for the position occupied by our troops might have been in a few days more almost impregnable, against any means likely to be brought against it, when we might have waited quietly until men could have

been spared for an advance, at any rate it would have prevented the withdrawal of troops from Charleston to Richmond, which will now very likely take place, judging from remarks in Charleston papers. I should judge that unless continued misfortunes make cowards of them an attempt will be made to reoccupy this river, which if entered on seriously I am satisfied no naval force can long prevent. I certainly think however that it is worth keeping the door open for a return a little while, although I begin to doubt whether it will be taken advantage of. I think the war is still too much of a means in the hands of politicians and contractors, for real serious work being entered on, such as that at the South. Almost the only real earnestness yet beyond a few soldiers and sailors, seems to be with the people supposed a short time since conquered by us.

Very truly yours

(signed) P. DRAYTON

Flag Officer S. F. DuPont
Wabash
Port Royal

Enclosure

[P. DRAYTON TO S. F. DUPONT]

"Copy" (Submitted in Confidence)
S. F. DP.

U.S.S. Pawnee
Stono July 4" 62

My Dear Commodore—

The troops are all safely at the lower camp, and so far the enemy have taken no notice of the intended evacuation, or offered the least hindrance. I have left two gunboats above to prevent any pushing down on our pickets, and have the other vessels arranged for the

protection of the camp and Segareeville, neither of which can now well be interfered with, it will require however at least three or four days more for the removal of every one, when I will immediately send off the Unadilla and Huron and perhaps the Pembina and Norwich.

Very truly yours
(signed) P. DRAYTON

Flag Officer S. F. DuPont
Wabash
Port Royal

[S. F. DUPONT TO G. V. FOX]

Wabash, Off Charleston
10 July, 62

My Dear Sir

We hear from the Capt & Crew of the Emilie, late Seabrook, that the Nashville threw over all her cargo in the Chase—worth a million—burned all her bulkheads, sawed all their beams and got up the Pork to keep up the fires.

If LeRoy had not lost sight of her in the squalls, he would have taken her, but I thought you would like to hear this anyhow. We boarded the Mississippi transport this morning—dates to 4″ inclusive things do not seem worse than reported by papers of the 2d.

The Capt. says he brings orders for Hunter and all his army—if so we lose this Coast, (so beautifully held now) except where the gunboats can still cover. It was only night before last there was a panic at Beaufort and I had to send Paul Jones and Unadilla to take care of four thousand men. Then Rodgers will tell you the steamers are breaking down like a pile of bricks. Adger reported broken today, and in danger.

Mr. Fox. Ever yrs most truly S. F. DUPONT

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Vermont. Tuesday 29. July. 62
Port Royal Hr

My Dear Mr Fox

Two or three items I ought to mention—

A young Englishman at College in Charleston made his way to us on Saturday—his excuse for coming was to avoid the Conscription—he was very intelligent and remarkably posted. He said the iron clad boats in Charleston were progressing, machinery was in, and fifty men at work on each,—Porter the Merrimac man was there.

The ram or iron clad at Savannah was finished and Pembroke Jones had the command—the ladies who built these boats on handing them over, retained the right to name the Commanders of them. The Savannah vessel has ten guns.

Now I am no alarmist, my tendency is the other way, which is equally bad, nor do I wish to worry you in your prodigious work in this war, which must be rewarded some day by the country—but merely to call yr intelligent judgment, particularly after your recent experience in this very matter to a moments consideration of it down here—I cannot therefore state the case better & more free from any bias than by quoting the following from a private letter of Drayton, recd two or three days since.

"I send you a prisoner taken on Forty Island—also a young Englishman who ran away from Charleston to escape the conscription & who says Bunch is the biggest

Secessionist there—two iron vessels are being got ready in Charleston & one in Savannah which he can describe to you— I recommend you not to lose sight of the iron boats in Charleston, or they may come out some fine day and scatter your fleet, and yet as we can't keep the same class cruising I don't see what is to be done, except to attempt Charleston, and that the people at the North are too frightened to listen to at present. One Monitor however could be kept at Port Royal to act in case of necessity otherwise after driving off the fleet there would be nothing to prevent their coming in on you. One single enterprising Navy officer and they have him in Rutledge could give life to the whole operation, which really requires but a will to start it successfully —at any rate the young Englishman can satisfy you that the boats are in Charleston and slow as they work they will be finished before long."

I have in this very connexion to thank you for the recent important acquisition to my Squadron. The Marblehead and the Sabego, the latter came in here yesterday afternoon and is already off Charleston. I told Lt. Henry that I would mark the day with a white pebble— "Are you ready for service Sir?— Yes Sir— Can you go tomorrow morg. to Charleston?— this Evg. Sir if you choose—" I was charmed, for it was the first time this had happened. The Paul Jones I have also to thank you for— I have sent her a *second* time to knock down a fort in the Ogeechee— Steedman is a loyal & brave man, but not au fait always— I think I shall get work out of Somerville Nicholson, but his vessel is out of kelter, & some one drowned his magazine this morg— I have to supply him anew with ammunition.

My smartest officers have 'lame ducks' now under them. After Drayton & Rodgers—who ought to be

made Commodores, Watmough, Ammen, & Rhind & I. W. A. Nicholson & Balch, belong to the highest order of Navy Officers—it is impossible to conceive men more spirited & devoted to their work & though differing in degree of more general intelligence—in including Rhind, I find I can overcome a remembrance of injury in doing justice. It brings tears to my eyes to think that Watmough should not be in the Service—it is his own fault I know, he never should have resigned but such men are rare even in the regular Navy. I think it a shame that he & Barnes should not come back.

Let me urge upon you the completion of all the *Men of War* & of the iron vessels—I do not hesitate to say that nothing has ever come up to the energy of the Navy Dept in any country—the improvised Navy for which Mr. Welles was so abused & which in my judgment saved us a foreign war by preventing the blockade from being broken by the Eng & French are among its great deeds—but I do not think you have pushed enough the contractors with the new vessels or in the repair of the old. Why should the Powhatan be still at the Navy Yard & Charleston & Savannah build iron clads as fast &c &c

Yrs most faithfully

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Navy Department
July 31 1862

My dear Admiral

How well the term fits you. A "Sea King,"—one who does all things upon the water well. You will see that

we got through a good many matters. The tinkering in Congress has produced some incongruities in every bill, but the main points are won, thanks to Grimes. The Army status is not encouraging and I fear we shall be on the defensive if our soldier fellows don't look out.

Rodgers will tell you that we have done what we could in sending you boats. This reverse at Richmond has forced us to pack James River with gunboats to save the army. 26 of our best craft are in there. You will recognize this unfortunate necessity; and as if we had not suffered enough by Virginia No. *1*, there is at Richmond, Virginia No. *2*. The "Ironsides" 15 ft draft will soon be ready. I hope we shall be able to keep her out of James River. She is a vessel for work of the hardest kind. If you can use her directly against the enemy, I advocate sending her to you, otherwise she better go to Fort Morgan, Mobile. Will you drop me a line by the first return boat after Rodgers has given you her Calibre? I wrote you about the body of young Packard Actg. Asst. Paymaster who died in your squadron. His Father was my dear minister for many years, and he sent out a metallic coffin by the "Massts" several months since for his remains; neither he nor I ever rec'd a line. My letter contained many other matters. Could it have been lost? Corbin will be a Commander in a few days; what do you propose doing with him? That James Island evacuation was most disgraceful. Had they only held their position it would have prevented re-inforcements leaving for Richmond and the "Ironsides" might have taken them in the rear. You will have to do it, as you have done everything else, alone.

I thought it would be more gratifying that your resolution of thanks should go to you on parchment.

Congratulating you upon honors gratefully bestowed and honorably won,

Faithfully your friend,

G. V. Fox.

P.S. July 31, a.m. I have just seen Sherman's letter in the "Intelligencer." I am inclined to answer it.

[G. V. FOX TO S. F. DUPONT]

Private.

Navy Department
August 5, 1862

My Dear Admiral

I have your note of the 29th. If I did not feel so much confidence in your resources, and in the cry "All's well" from your squadron, I should take apprehension about the iron clads at Charleston and Savannah. Look at the course of the "Arkansas" out west, she passed down through both squadrons and killed more of our people than we lost in the capture of New Orleans. Had two or three of our vessels had their steam up they could have run her ashore, but Farragut and Davis both acknowledge that they were surprised, and after two attempts both squadrons have retired leaving her in possession of the field. We have just sent Davis 300 men, Farragut 150, and yourself 50. Did you get our letter asking for 200 contrabands to volunteer to go to the Pacific Squadron? The "Canandaigua" ought to be off today for you, a noble ship, well commanded. The "Housatonic" on the 10th under Rodgers Taylor, and the "Adirondack," hourly expected at Hampton Roads, will go at once to Port Royal. Gansevoort chased the "Herald" from Charles-

ton directly into Nassau, and the English authorities are very indignant. Mr. Seward says we must be very careful about the neutrality. This being obliged to apologize is degrading. Either of these vessels would run down an iron clad and seem our only dependence.

The "Monitor" (a gem), the "Galena" (a failure except from shells), are protecting the *Army of the Potomac,* with an iron clad, Virginia No. 2, just above them, a perpetual threat. The "Susquehanna" watches Mobile where there are two iron clads. The engine builders are where we fail, every establishment that can make an engine is at work but skilled labor is high, scarce, and independent. The first new Monitor cannot be out before October 1 when we should have half a dozen. If you can take care of the enemy until then, we will send you a squadron that will laugh at their forts. I wrote you by Rodgers about the "Ironsides." Affairs in James River may take a turn so that we can send her to you, but she is not a blockader, only a fighter. Actg. Lieut. Budd made a capital capture in the Memphis which we shall take into the service at once. I think we shall also put on the "Circassian" as another Supply vessel. Can you suggest anything else that we can do to prepare against any loss of prestige where all has been sure success?

Some time before Congress meets you must write an appeal for those officers to the Secretary. For the public good we shall fight for them.

Faithfully Yours

G. V. Fox

[S. F. DUPONT TO G. V. FOX]

Private and Confidential

Flag Ship Wabash
Port Royal Harbor S.C.
August 13″ 1862

My Dear Friend,

I have your two private letters of 31″ ult and 5″ Aug. and thank you much for them; as I have before told you, these inside views of affairs are not only instructive but encouraging, for when I see the Department is doing all in its power, and has done so much, it becomes more and more my duty to redouble my own energies, and make what I have, answer until more assistance can come.

I will endeavor to throw a little method in my reply, as it may aid you in making a reference more easy.

1st *Rams* and *Iron Clads*. Since my private letters on this subject, the information is somewhat more favorable. The Savannah one, not at all the "Fingal," is more of a floating battery, doubtless with 10 in guns (8 of them) but she has a list, leaks and has not power to go against stream. She may be used to cover vessels running the blockade, by putting herself between them and the *Forts* if entering Savannah River. It might be that the "Sodona" trying this entrance, was so instructed at Nassau; or she might be used to clear our boats from Wassaw, and open that entrance.

The battery of the Vermont having been moved to her Spar deck, giving her a plunging fire, with a hundred pdr. rifle I put in her gangway, while I was on board with her grand old scantling, I think she will be a good Bulwark. The Charleston vessels are not yet

ready and I *hope* are progressing slowly, one is simply an iron clad, size of Pembina,—the other more of a ram —Ingraham superintending, and Porter there.

Recommendation on the above. To ease my mind and yours about the Charleston division—the Powhatan should be the base there; she can run down those within, if they venture out,—as well as crush the "Laird" boat and other iron clads from England. That ship is necessary to me in other ways, for it is time this fleet had a second in command. So large a division at Charleston should not be left as it is. The Vanderbilt here would secure this port and army &c from danger.

A thousand thanks for the "Paul Jones," "Sebago," "Conemaugh" and "Marblehead," with the "Housatonic," "Adirondack" and "Powhatan," all of which I anxiously look for, I shall be set up again. I think the "Racer" and "Renaudin" will give information that I was weak in all but *altered* vessels. The French have an idea that two *frigates* off Charleston would have settled the question of an efficient blockade at once, more than all the vessels we have had there. I told the French Captain that might be, so far as the international question was concerned, but we should then have had an English steamer going in every night. Steam was the element which had changed the nature of blockades, compared with the old ones.

I have received the Executive Commissions or appointments to Captains and Commanders, and have appointed Corbin to relieve Rodgers as Commander of this ship—and will make the latter fleet captain—by a General Order; I had proposed this to Rodgers, after Davis left, but he seemed to prefer to be captain of the ship.

Corbin having hardly had his foot on shore while the Wabash was North, I thought it due to him, and as

a reward for that faithful spirit of an Executive officer, worthy of the old school, to let him run North in the Massachusetts and return in a few days. I hope you will approve of this as well as of the appointment to this ship.

Preston. I am allowing my Acting Flag Lieutenant to go home, he having remained with me while this ship was away,—not *'allowing'* him, I ought to have said *sending* him, for I am only too anxious for him to get off—he has overworked himself, and if I were to express to you the amount of his services in this fleet, and the alleviation he has brought to my duties and responsibilities, you could hardly credit it. During Rodgers' absence he redoubled his exertions, lest I should miss Rodgers too much, and the intensity of these furnace heats of August (July was pleasant) I fear will bring on fever if he does not leave soon. He is only 21, from Illinois, and such men are born about once in a quarter of a century. I am going to give him a letter to the President.

I received your letter about young Packard, but you evidently did not get mine. I immediately attended to the matter, with the additional incentive that you had a personal interest in it. But no coffin was ever received on board of the Massachusetts, and this I wrote to inform you of. Please see to this. As soon as the heats are over, I will have his remains disinterred and sent home properly cared for. Please see Nicholson of the Isaac Smith about the spot where he was buried, though I think it is well known. Say to Mr. Packard's father, that his son was kindly soothed in his last moments, decently interred and that his desire about his remains shall be scrupulously carried out—this is more than we can generally promise, in such troublous times of war.

My commission did not come as you kindly intended,

by the Wabash, but has since been received, but Rodgers and the Captains in Port, insisted upon carrying everything through as if it was here, and before many of the latter left. It was a handsome sight, but these things humble me and never elate, they seem to require so much more to be done to prove worthy, and when you feel you have done your best without them, it seems hard to come up to the new point. A thousand thanks to Mr. Welles and yourself for all your share in them. I will acknowledge the commission of course officially.

I congratulate you upon the most important legislation you have got through for the Navy, the greatest in a half century,—do not mind the incongruities. I hear the Prince de Joinville on arriving at Fort Monroe, after his ill timed step, said we were not a military but a naval people. Congress has never been either. Mr. Grimes is the shining exception. I wish I could have been near him for ten minutes on the Admiral bill,—his idea was right; it was a big jump to go from nothing to a full Admiral, but I would have established the *hierarchy* and only authorized *rear* admirals now, leaving an admiral and vice admiral to be given to the happy and envied man who should whip a British fleet. The first idea had its merit as original and as being moderated by the disposition of the flags being less than the law, while now we are asking more than Rear Admirals are entitled to, and if I had known Rodgers was going to change my flag to the main, I think I would have waited in hopes the President would have postponed this part of the law; this having Rear Admirals, without admirals is like a vice chancellor without the Chancellor, vice President, without the President &c. But all this will soon be corrected.

15″ Aug. You know best about the Ironsides, I would like to have her, but she cannot take Charleston.

alone. Oh those Soldiers I put them nearly on *top* of the house in Charleston, but I did not push them into the windows and they came back.

We got the Savannah paper of the 9″ on the same day with an acct of the destruction of the Arkansaw.

I had no place for Lt. Henry and I let him go home and report. He seems a fine fellow and a good Commander. I have given Truxtun the Alabama, but she is very broken down. He is another fine fellow. I must see to officers commanding divisions. I suppose you will relieve Goldsborough and Clary. Drayton has a Captains command, of course you will relieve Hazzard. St. Simons and the Georgia waters are becoming very important. Oh My! why did you take Rowan out of Powhatan?

Ever yrs faithfully

Hon. G. V. Fox. S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private and Confidential

Flag Ship Wabash
Port Royal Harbor S. C.
August 21″ 1862

My Dear Sir,

I wrote the Department I would give Barnes the Dawn—Hazzard is condemned, or has sent me the certificates of two medical officers, which pronounce him entirely unfit for duty—Goldsborough has applied earnestly to me to be permitted to go North for another command.

I will permit him and Hazzard both to return, leaving the James Adger and the Florida, under the tem-

porary command of their Executive officers, Lieut Comdr Owen and Lieut Comdr Scott. Lieut Comdr Truxtun has the Alabama—and Lieut Comdg. Woolsey has the Dale, now in this harbor with the scurvy. Lieut Comdr J. H. Gillis has the Ellen.

I did not fill these vacancies permanently or in the order of seniority, until I could hear what the views of the Department are in reference to these commands. I presume you will immediately establish the *rates* of the ships according to the new law.

I desire to carry out what ever rules the Department may establish in the occurring vacancies of the Squadron, but I must beg most earnestly that competent officers may be sent to command the vessels. I have several Lieut. Commanders who, to professional energy, have now acquired a local knowledge of the coast, which is of immense advantage— Such men would be very superior to sluggish Commanders, who are a dead weight in any squadron.

I am sorry to come again to the old tune—since writing you that the four gun boats have to go North—(the Unadilla went yesterday, and the Pembina is now on the beach to make it safe to send her)— I have reports from the Georgetown Division, and the Pocahontas is on her last legs— She must go North at once, and from there—I regret to lose Balch even for a few days, nor does he want to go himself,—a more devoted officer our Navy does not possess—with the greatest amount of energy and *pluck,* and skill in handling guns, he is *always ready,* overcomes difficulties, and is ever genial and cheerful—he is a great favorite of mine.

Rodgers is just in with Bankhead—the Engineers are through examining the Pembina, she is worse than the Unadilla—and must go tomorrow— She has run more than the other four gunboats, and her fires have been

out about 70 hours since Oct. 1st. Of her Commander it is my duty to say that he too, is a superior officer—very prompt, crew in fine discipline, vessel less out of order in ten months than any other—very prompt in getting off always,—came in yesterday and passed near the *Racer,* finely, crew looking as if Latimer had dressed them— He wants an iron vessel, to come to this station,—he has certainly shown himself capable as a Commander and is a man of spirit, and I think may be placed with Ammen, Rhind and Balch & Truxtun & J. W. Nicholson all of whom have the requisites in a varied form for such Commands. I was glad to hear Stevens had the Monitor. I think he will meet your expectations.

No Powhatan! No Canandaigua! No Housatonic! —Adirondack come and gone! Oh! that Norwich and Flambeau! Rodgers has an expression that some people are *over*-married, there is a fair number of such in this squadron.

Four deserters, or four *scouts,* willing to be taken, we have not quite made out, coming suddenly on the Gunboats at Ossibaw,—one was found to have a white handkerchief in his pocket, which was displayed—and were taken on board the Pembina, Northern men or mechanics, enlisted under the conscription.

They brought their cavalry carbines, which I have had cleaned up—"Springfield 1855"—(some of the arms stolen at the Augusta Arsenal I presume) and directed the box to you— Please keep one and dispose of the others as may be agreeable to you.

The soldiers confirm the report of the *feebleness* of the floating battery "Georgia," not able to go over two knots—but say they *are* at work on the Fingal which they cut down—and are trying to make a ram of—say it will be done in four or six weeks, they confirm also

that we have the Nashville blocked up in the "Ogeechee"— One advantage in her having run in there instead of Charleston, is that she cannot get out I hope. Contrabands who come down frequently to Bulls Bay, speak very disparagingly of the Charleston rams—I am afraid to tell you this, lest you stop sending me vessels— Every vessel off Charleston is a lame duck, except the Huron, Bienville, and the sailing ships,—for even Steedman says he is not fit to be outside.

They are in terror on board the Adger lest her steam drum bursts at any moment,—on board the Augusta (a faithful ship) lest her garboard strake shall fall out,— The Vandalia has a heavy leak under her magazine, begging to come in, Flag, chronic leak, produced by those people in Baltimore. I have been in service some years now, but I can recall no work decently done for the Government in Baltimore— The Brig Lawrence and the Princeton rise up as examples— The Flag is now in here for coal—if her steam gives out she will go down; and yet she was 96 days in that man's hands.— I have seen all the papers and his excuses are good for nothing—he knew she leaked when she left.

Since writing the above—a little sample of our life here has occurred—off comes one of the Commanding General's Aid-de Camps—, informing me a Lieutenant and 40 men have been captured—(I will promise you there was not a sentry placed) on Pinckney Island (close by)—and wants a gunboat—of course I have none, the Pembina, the only one here, is on the beach—but in fifteen minutes we put howitzers and guns on the tugs and off they go— Oh those blessed ubiquitous tugs— they were your thought, and *I* have often thought, if poor Mr Morgan, so much abused had never bought anything else, he would have earned his money.

No estimate can be placed on their value here—we

have managed to repair them in turn, and they have paid for themselves ten times over—to say nothing of what is worth more than money they have tended to preserve the fine health the squadron is blessed with, by saving us boating.

Let me hear from you, when you have time, and let me alone rather than send poor officers.

We hear that McClellan is falling back—if so you will not want so many vessels in James River.

I was made indignant the other day by the correspondence from here in the N. York 'Herald' and N. Y. 'Times' of the 9″ inst. representing us in a state of panic &c. One of those fellows dated his letter from the 'Vermont'—every officer there denying any knowledge of the same.

I have written more than you will have time to read and I have only to add that

I am yours faithfully

S. F. DuPont

I forgot to mention that the Ottawa & Seneca will go home so soon as I can get something to tow them.

S. F. DP

Hon G. V. Fox
Asst. Secy of the Navy
Washington

22 Aug. Have you thought of establishing some rule as to the *official* colloquial title of the ranks in the New Grade bill— Are the Lieut Commanders when Executive officers to be styled Captains if so we will have three Captains in this ship— The title Captain, has been so vulgarized with us, that it is a pity it could not have been thrown overboard—it is one of those queer things that have helped absolutely to keep the Navy down in the public mind—and more than one member

of Congress looks upon a Capt. in the Navy in the same light that he does a Captain of Zouaves, or the Captain of his nearest police Station.

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Navy Department
September 6, 1862.

My dear Admiral:

I have yours of Aug. 13 and 21. Dark days are upon us. Pope a lying braggart without brains of any kind has been driven into Washington and his Army disorganized. The rebels again look upon the Dome of the Capitol, and the flag of disunion can be seen on the neighboring hills. Everlasting disgrace with means such as no people ever lavished upon those who direct. However we shall come out of it, once more the armies move down to the Potomac and wheel into line, dispirited, but determined. We also are having bad luck but I think we shall strike the flood very soon. What a batch Hazard brought in. Wilkes is in the river with the James River flotilla and we immediately concluded to dispatch him with a flying Squadron of six vessels into the West Indies to remain there as long as the Oreto and 290 are afloat. The noble Adirondack gone, 12 knots without blowers, I am afraid to whisper *why* she was lost. The Ironsides seems a success. Dahlgren's 11 in gun with 30 lbs powder at 76 feet glances from the 4½ plate placed at the same angle. And the same charge fired perpendicular only breaks the iron without penetration. We must have Charleston with Lee and two monitors [letter entirely faded.—EDS.]

to you next month. The Pres't is most anxious and you know the people are. I do not know what their torpedo arrangements are, but all their guns will not touch the iron vessels. They will press us to send the Ironsides and one monitor in, since the second monitor will be behind say three or four weeks.

We approve of all your appointments except Baldwin, and as he is coming home, we will take care. The Dept cannot give an oversloughed officer sea duty, without practically ignoring the action of the advisory board. We will endeavor to have an outside organization to repair vessels. Boston and Portsmouth are without vessels to repair, while New York and Philadelphia * [letter faded.—EDS.] as much as they can attend to. All the prizes and all the repairs go to the first two places.

Be assured that we shall use every exertion to add to your force, and also to repair the vessels.

Most truly &c

G. V. FOX.

[S. F. DUPONT TO G. V. FOX]

Wabash, Sept. 20th 62
Port Royal

Dear Mr. Fox,

Busy day—those fellows have got impudent in the St. Johns River— I have got Mitchel to let go down— I hope we may bag 500— Steedman is there with Woodhull, who could not get farther—his hull having shrunk & the fastening gone— Engine in danger—

The Gov. of Florida left Tallahassie & came down to Jacksonville & gave orders that every officer & man from the Gun boats should be hung as kidnappers &c—

Now the above was not the cause of this hurried note —but to say & to repeat in yr case my friend the word *Tug, Tug, Tug*—the Petrel alas is gradually following the Mercury, & going down by inches, she leaks awfully to day Preston, & Rodgers had just been in to make me write you this note— Marietta in yesterday.

Yr last date 6th (Private) made things *very blue*— the raid into Maryland rec^{d} afterward, gave that hue, a real Bengal indigo tint— We have been scourged for something—the papers of the 15th let in daylight. Do not go it half cocked about Charleston—it is a bigger job than Port Royal, & putting the coast of these *especially* rebel states, in irons— You & I planned the first & all its incident—let us consult together again— Loss of life is nothing, but *failure* now at Charleston is ten times the failure elsewhere—

Faithfully yr Friend

Hon G. V. Fox
Ass. Sect

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Keystone State, Monday
29th Sept. 62.

My Dear Sir

I received my orders on Friday and left on Saturday —every thing right— I called at Charleston & we are entering the Delaware in 48. hours from the former place—this is a glorious ship.

Though I feel that public matters with the Depmt will be subserved by my coming, I am not insensible to the kind consideration which partly prompted my orders.

I could not *get up* any plea of ill health, for I am better than when I left New York, but a few days respite & change to the mind I am sure will give me a fresh lease for work—for I left my home for New York just a year ago & embarked in the Wabash, but as you are aware my labors commenced on 31—Dec—*60*—when I relieved old Com^e^ Stewart at the Navy Yard; my mind has been since then on a full tension.

With warm regard & thanks to M^r^ Welles & expecting to see you so soon, I will close this by asking you to do me the favor to give LeRoy a weeks leave. Not to put the ship out of commission but to hurry the few repairs she wants. I have just written to M^r^ Lenthall & sent the requisition &c.

The first Lt has sent for his wife & intends to hurry things, like a fine fellow

Faithfully Yr friend.

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
October 7th 1862.

Dear Sir:

Will you return me that Charleston letter? I like your photograph much, there is so much character in it, but do not forget the small one for Mrs. Fox. We have two torpedo men in our employ and rams and instruments are all ready for work. My impression is that either of our men could clear our rafts and piles so as to open a passage and destroy the city and have the forts. I think you agree with me that uncle Sam's property should be injured as little as possible, whilst

ruin and destruction, if they must fall should be where treason has been hatched.

Dahlgren frets under the war bugles and I shall advise that he either take an iron clad with you, or go as your ordnance officer: the latter would be more proper. Does it not strike you so? He certainly ought to be allowed a turn at the enemy. I will have the Ella all ready Tuesday night and there shall be no one but ourselves. In the meantime be happy, as you must be, at home and when you again return to it you shall be loaded with the honors that are justly due to him who avenges Sumpter.

Please write to Drayton that you will send the Pawnee home. She can go to New York touching at Hampton Roads for orders.

Very truly Yours,

G. V. Fox.

Rear Admiral
S. F. DuPont, U.S.N.
Wilmington, Del.

[S. F. DUPONT TO G. V. FOX]

Private

Near Wilmington, Del.
Oct. 7th, 62.

My Dear Sir:

I went up yesterday to the Navy Yard to see into various matters and particularly about the Keystone State— They are pushing on bravely with her, but will be scarcely through on Tuesday & this by working on Sunday—

If you have no objection I will say *Wednesday* to be in Washington (tomorrow week;) I find much to at-

tend to, to prevent confusion to my affairs, & the future warns me to set my house to rights— The vacation is beyond expression agreeable to me and doing much good to my health physically & mentally— I shall go out with a new lease of vigor & devotion I hope— But I want more of a talk with *you* than I have yet had quietly, on public affairs &c—which we may have going down to the Roads.

I saw Bache by appointment. I think the League Island business will go right— But I infer from what he told me, that S. has parted with what little sense he had and on the receipt of yr. letter by Bache, was for flying off to W^m^ to make a *fuss,* about dictation—and also to try & get up a row about my private letter to Mercer— which he showed to B & which the latter told me had nothing in it—the objectionable phrase being, that I said 'Rank was dead'— I can now add '& buried'—

I was much pleased at the stroke of work being done at the Philad. Navy Yard— My officers getting repaired there, speak in the highest terms of the energy & disposition to oblige—

I saw Jeffery and had a talk about Drury—he confirms some of my impressions of iron vessels—it is well to know their difficulties as well as excellencies— I told Jeffery up & down, that men like him ought not to be ashore now

Yrs faithfully

Hon. G. V. Fox S. F. DuPont

Will be Friday & Saturday forenoon in Philad & am to see Bache again—have written to Drayton to meet me there—

S F DP

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Near Wilmington, Oct 8th 62

My Dear Sir

I enclose the Charleston letter, which I had intended returning but forgot. You will have recd my letter to day.

I will write Friday from Philada where I am going to hurry up Key Stone State. I am sorry you had to send Pembina to another Station—these *regular* gunboats are all I have to rely upon for Stono & the Waters around Savannah—where you ought to get a monitor as soon as possible irrespective of Charleston—for it seems Beauregard is vaporing down there, & those soldiers will lose us Pulaski—while Mitchell is making speeches.

I forgot to tell you the other day, because I never had a chance to see you alone, that Foote & Wise had made a most extraordinary appeal to me to give up my command to Dahlgren—I was astounded but as to what passed I will reserve until we meet— Simply observing that Dahlgren is a diseased man on the subject of preferment & position— As I told Foote he chose one line in the walk of his profession, while F. & I chose another; he was licking cream while we were eating dirt & living on the *pay* of our rank. Now he wants all the honors belonging to the other but without having encountered its joltings—it is a disease & nothing else.

In reference to giving him a place I told Foote just what you suggest; let him take an iron clad & I shall

be glad to have him as one of my Captains— As Ordnance Officer it is simply impossible—that cannot be & I want that understood— Rodgers is a better Ordnance Officer *afloat* than he is. Foote said, he could hardly be expected to take a single ship, with Porter an Admiral—& why should he not—as well as Turner, Godon, Green, Taylor and above all Drayton, all Captains & in my squadron, or are to be—the latter so often under fire & with such loyalty— Men who have gone to sea &c.—& all senior as well as Dahlgren to Porter.

We had the 'little election' here yesterday—its result is not satisfactory.— The Democrats have ceased holding meetings but have employed secret emissaries with remarkable effect, pulling two strings—the first, this is "an abolition War made by Lincoln"—the second, the slaves are all to come North & monopolize 'the labor'— Delaware is not so important, but this is the game in Penn[a] too. I have said for several months I was more afraid of the Democrats than of the rebels.

Yrs faithfully S. F. DuPont

Hon G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

"Wabash" Port Royal S.C.
October 23" 1862

My Dear Sir

I reached here last evening after a pleasant run, calling off Charleston— Two schooners had been taken within a few days and a large English steamer run on shore by the Flambeau under Moultrie— She was on her beam ends as I passed at high water yesterday— but they were doubtless getting her cargo out for a tug

was alongside, and I fear her Engine will be taken for one of the rams.

The Racer had been in and came out that day, at night some white lights were seen made by her, it is thought to this steamer— She was flushed by the Blunt, but not a breath of wind for her to get under weigh. Her fire made Upshur slip, the steamer going by at lightning speed, he shelled and chased, and the fellow ran her up high and dry on the spit off Moultrie.

I heard on my arrival here, that an expedition has been sent up Broad River, of 4500 men, with many gunboats, to cut R. Road bridge Pocotaligo, and as a feint for a further expedition to the Ogeechee. I regretted such things were attempted in my absence by Genl Mitchell absorbing my vessels from the blockade which of course could not be refused him by the Senior Officer present, and this with nothing pending to result from them if successful, not any more than burning a wood pile or the wharf—to be replaced in a week.—

It was a complete *failure* with heavy loss— the troops ventured out of reach of the Gunboats, and though behaving well were thrashed by an inferior force well posted; full information of the movement having been carried to the rebels by faithless or spy contrabands. I saw a portion of the poor wounded fellows, landing, said to be four hundred in all! the killed amounting to forty. If two of my boats had been off Charleston instead of here we would have had that steamer, doubtless worth half million in arms and rifle cannon, instead of this loss.—

A few items now as to my wants.—

1st Do not forget the tugs and Ferryboats and small dispatch harbor boat—we are like an army without wagons— The machinery of the Ellen has gone home —the Mercury's also, and the Pettit broken down.—

2nd Please put a 200 Pdr rifle on the Huron & send her out as soon as possible— Had I been here she never would have moved a foot, her sickness was not yellow fever, the only contingency in which I left word she might be sent home. I hope you will keep every man and officer in her & send her back.—

3rd Memphis captured a small 80 ton screw very handsome, the last English getting up for running the blockade. She threw all her arms over board

4th The Racer told Green that the defences of Charleston harbor are greatly increased since his last visit. The christening of the rams had made quite a glee. Rutledge their strongest man has one. You forgot the rams I think. If we have to divert two iron clads for them, not many of your proposed force will be left for the forts.

You had better have some 10,000 men sent out here at once, or these troops but for the squadron will be driven into the sea and we shall lose Beaufort. Mitchell is quite ready for James Island when the time comes, but he has no men.

In great haste Yrs Most truly

S. F. DUPONT

Hon G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash, Port Royal
1 Novemb. 62

My Dear Mr. Fox,

I have had a heavy official mail to get away about various matters, so that I have not time to write as I intended.

I make time to ask you to see if it be possible to spare us having Gen[l] Mitchel's place filled by Gen. Frémont which seems to be apprehended.

The fever is abating. There has been about 50 cases and 37 deaths. G. Mitchel, Col. Brown, Capt Williams, Staff-Capt. Warfield QrMaster's department. Mitchel's two sons down, but do not know their father is dead and buried. The infected district is in Hilton H[d]. No new cases. I have interdicted intercourse and we pray for frost and ice.

We have walked on to John Bull in the last two weeks. Anglia, Scotia, Ouachita, all steamers captured —Minto a complete wreck—with two large steamers besides, but there is a fellow with iron plates at Nassau.

Please hurry the Tugs, we are almost at a stand still and the vessels are double the time getting back to Charleston, when they come on for coal.

Never thanked you for Photograph. It is capital and I keep it near me.

Ever yrs in violent haste to save the mail

Yrs most faithfully

Hon. G. V. Fox,
&c
Washington

S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
November 7[th] 1862.

My dear Sir:

I have your notes. Yellow Fever, horrible. The season must be too late. The Engineer Tower has been tried by Court Martial. Authority under the new law

to convene Courts was sent you but for some unexplained reason Godon sent it back. Hunter and 10,000 men will soon be with you. I showed Halleck our plan and the point for the troops to occupy and he cordially approves the whole thing and will direct Hunter in the premises, who goes first to Hilton Head. We are preparing rams and torpedoes. Now about the chart for the wharf.

The captures you have made give intense satisfaction and are a terrible loss to the enemy at this season. They are making prodigious efforts to get in supplies. The Passaic will go on a trial trip to Hampton Roads next week. The Monitor goes down Saturday. Turner is shifting his guns for straight muzzles. The Smoke pipe is fitted to take entirely off even with the rail and the eyelet holes of the Pilot House are enlarged which will give more sweep especially with everything off even with the deck.

The "290" is giving us a sick turn, we have sent out the Vanderbilt, Augusta, Onward, Mohican and San Jacinto. The Huron is obliged to convoy the Merrimac & Mississippi from Boston to Hampton Roads thence to Port Royal with troops.

The Stettin goes to you and we will make gunboats as fast as possible of your prizes. If you can keep the supplies out of Charleston until the Iron Clads join you, say for six weeks or two months, the rebels will go under.

They are suffering terribly and winter upon them. We will run one supply boat into Philadelphia.

Very truly yours

G. V. Fox.

Rear Admiral S. F. DuPont,
Comd'g S. A. Blockd'g Squadron,
Port Royal, S.C.

[S. F. DUPONT TO G. V. FOX]

'Private'

Wabash. 12. Nov. 62
Port Royal, S. C.

My Dear Mr Fox.

The Connecticut is upon us— She & the R. Island have nearly lapped. Now for a few items—

1. We are *without mails,* lamentably so. We are indebted to the Coal Schooners, for a torn newspaper one of these to 3d Nov. telling of Semmes' depredations— but no *regular* files since the 24th.

There must be a great accumulation of mail matter at the New York Post Office—the Ottawa came away without getting them— Please do not let the Men of War do this—for the army transports are nearly withdrawn—let the Augusta send word to New York before she leaves.

2. I hope it is not true that you are taking away J. L. Davis from me & sending down Hopkins!—the former is one of the best officers I have had out here.

3. I am short *two* light draft vessels—the Wamsutta has to go home in tow— State may have to go, on acct of her bottom— I want them all badly for St. Johns— St Simons—& other places.

Please hurry the Ferryboats and the tug.

4. No cases of fever for two or three days—still confined to a small spot on Hilton Head.

5. The Shepherd Knapp must go home— I have sent a mortar vessel to Ossabaw to relieve the Fernandina, that I may send the latter to St Helena.

The Waterwitch lured round the Mortar vessel, and as we hear firing in the South West—I think Davis &

Barnes have availed themselves of the chance to take the Ogeechee battery.

If Chas. Davis is with you tell him he is in my debt as well as in Rodgers' & to write soon

Aff. Yrs

S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Port Royal
19. Nov. 62

My Dear Friend

After a famine has come a feast—three weeks & three days between a mail which came yesterday & its predecessor! I was up half the night reading the *Depts* dispatches & private letters. Yours marked Private was especially interesting as they always are. I cannot reply in full, as the 'Ouachita' is off and I am much pressed—but will dot down a few items.

1. Glad to hear you are pleased with the Captures off Charleston. They have driven the Economist off twice, with the iron plates, & that last time, the Blunt put a shot through her, distinctly heard by the Flag, so I am in hopes she has gone back to Nassau a lame duck—the nights are dark, & very harassing and anxious the duty in consequence— It keeps me up to my trumps to keep more than twelve vessels off Charleston—the coaling & the breakage rendering it impossible to do more. But I feel indignant at the conduct of England I am leaving no stone unturned.

2. The Ottawa came in yesterday, permanently disabled until a new crosshead can come out.

The Huron arrived this morg—but has not been repaired much if at all—with her old crew taken out.

Quaker City in to day—boilers nearly gone & down to five knots.

Please let John Rodgers have one of the early Monitors no one knows how to avail of his genius but me, for he is a man of genius.

Four contrabands from Charleston very smart fellows, have described the obstructions very well—not time to send their acct.

3. The public correspondents are springing up from my Squadron again— I am walking in to them, & if I cannot put them down, I will go home.

The Dept. ought to frown on this every where—this 'Naval Correspondence' should be put down—if you notice it—it is all against us & misleads the public mind.

A letter from the South Carolina (Almy's) ship telling a great lie, that the Nashville was in *Stono*—& that the Minto run in with iron plates is the text for a bitter editorial in the same paper the Times of 13th.

Yrs most truly

Hon G. V. Fox. S. F. DP

Nice letter from Mr. Grimes—will write to him soon.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
December 13th 1862.

Dear Admiral:

As the Circassian will soon be off I will drop you a line. I have all your notes and contents attended to as

received. The Iron Clads come along slow but still we have a small Squadron nearly ready. The Passaic broke her boiler stays coming around and is here repairing and improving. She will go down to Hampton Roads early next week. As she will have to wait the others we propose going into Wilmington. The Montauk leaves New York to-morrow, and three others within a fortnight. As soon as four are ready they will all be sent to you with torpedo arrangements that will probably destroy any obstructions near the surface. We have got off several tugs for you and more will follow. The Connecticut is preparing as a Man-of-war. Stellwaggen is a Captain in your Squadron with a small Command so we must send out a better vessel to him. She will have to follow the 290 since there are no indications of Semmes being along his old haunts. Banks has gone off to Texas and New Orleans with quite an Army. Parrott convoys him as far as Key West when he returns to you. Burnside is firing at Fredericksburg and the shallow earth works but the enemy are probably in Richmond. Davis and Foote are well under way in the Department. Preble has been given by agreement an informal Court of inquiry the Department resting the case entirely on his own three reports. Of course he was condemned in toto. I am sorry for him and his family but his fate was necessary for the public good. We have quite a host of naval celebrities in town, Stringham, Mervine, Meade, Carter, Thompson and others of the same mental calibre. They will disappear upon the capture of Wilmington or Charleston. We hear the Oreto is out of Mobile. These two vessels will give us much trouble. Congress will be quiet until after the holidays. They are not in the humor to be the recipients of any suggestions from this Department at present.

Hale is attempting to win a little notoriety but is perfectly harmless. I enclose a note which is probably old news to you.

Very truly yours,

G. V. Fox

Rear Admiral
S. F. DuPont,
Commd'g S. A. Blockd'g Squadron
Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Private & Confidential

Flag Ship Wabash
Port Royal S.C.
Dec. 22″ 1862

My Dear Friend,

I am *growly* to day, so I let off to you privately, for I think it *mean* to be complaining officially, when I know the Department is not only doing its best, but doing *so much*. There has been nothing like it in the history of Navies before— Still mistakes will occur with us all and matters arise beyond our control— So in this spirit I *dot* down, and I want you to give my suggestions such directions as your judgment will approve.

1st This ship by her order, discipline and efficiency, is the leaven which leavens the whole squadron— morally & materially; She is our bulwark—but without intending to do so, you have upturned our Engine room and relieved our regular Engineers by volunteer Engineers—inferior even in their class. Then the Chief Engineer who has been doing the duty of "Fleet Engineer" since Mr. King left the ship, with

uncommon zeal, efficiency and pride, has to give way to the Engineer of the Canandaigua, who has not his experience or knowledge— A Volunteer Engineer who went home in the "Vixen" as a 3″ Asst., is ordered to this ship as Second Asst. and comes in next after the Chief Engineer!

I have therefore to request that the Engineers of this Ship be regular officers and that Mr. McCleery be retained in his present position or that a Fleet Engineer, Senior to *all* in the Squadron, be ordered out. The Young men who are ordered home for their examination are desirous to return—so far as they can be fitted in after their examination—they are very clever.

2nd We are sorely tried by the withdrawal of the *supply ships* before others were ready— The "Circassian" was sent away in great confusion— She brought no fresh provisions—lost things, and gave us neither comfort nor satisfaction in any way—her Commander seems anxious to have things right—but the ship is not well suited, she is too long, too narrow, and too deep.

West writes that the work does not progress on the "Massachusetts" and he is disheartened— I trust the Yard will receive some special order about her— We are suffering a good deal *personally* as well as publicly for want of this ship— This is the coldest winter known here for some years; and I have no fire, asked for a carpet, which was immediately ordered and made, but that was the end of it—we cannot get it out— Oh! those Yards!— Please think of the "America" too, they miss her much inside the Rattlesnake.

Please do not send any more officers down until required— I am sorry to observe the standard getting lower and lower.

3rd The "Fleet Paymaster" is all well enough as a general rule; the principal duties are now done by my staff & Mr. Isaacs, but Cunningham will fit in well— I hope however that you will not send an Asst. Paymaster to this ship to play backgammon, and occupy the room of some *working* man—there is nothing in the world for such an officer to do—for Mr Cunningham is in no manner crowded by his work.

4th We get no prize crews returned, which is one reason why I had to ask for men— I am working in all the contrabands I can— I am fortunate in having Reynolds on the "Vermont," who is kind to them.

5th Many thanks for that *bouquet* of Tugs— Daffodils and Dandelions, they circulate like our lifes blood and are invaluable.

Have got in the Fredericksburgh News—it is a wet blanket—but our press is horrid— I expect to hear from you fully on the important matter, when you send me the iron clads—let there be no *stinting* for *we* must not fail, if the poor fellows in the army do—

Yours faithfully

S. F. DP.

[G. V. FOX TO S. F. DUPONT]

Private

Navy Department
January 6, 1863.

Dear Admiral:

I have your letter of "growls" of Dec 22d all shall be attended as you desire. The wharf matter is closed at 4 months. Stake off land at the base, sufficient to make a naval station, and we will get a bill passed to keep it

in our possession. The shoal water at Wilmington will not allow us to make a naval attack, so the boats go off to you. The 'Monitor' has foundered with a loss of twelve men and four officers, though a faint hope exists that they may be in a missing boat. The survivors performed their whole duty, and we comfort ourselves in this sad disaster, that though in the fortunes of war, we cannot expect exemption, yet when they have darkened our minds, we rejoice that the ordeal exhibits the characteristics of the American Navy.

We shall send you immediately the "New Ironsides," the "Passaic" the "Montauk" the "Patapsco" and the "Weehawken" and a system of torpedoes which will be explained by the officers sent down with them. I have had an interview with Generals Halleck and Hunter. They approve landing at the position we talked over, and also like the whole plan. Hunter will take immediately ten thousand men to Port Royal. The Pawnee is finished just in time to assist you. The armies of the Union are again in the ascendant: defeated at Murfreesborough and Vicksburg, and soon to be at Port Hudson and Mobile, the rebellion staggers to receive the final blow by your avenging arm, at Charleston and Savannah.

The eyes of the whole country are upon you, and knowing your skill and resource, and reliance upon Him who gives victory, I commend you to His keeping, no misgivings as to the result.

You better send despatches containing the result to Hampton Roads, where they can best be telegraphed.

Very truly &c

G. V. Fox.

[S. F. DUPONT TO G. V. FOX]

Wabash, 8. Jany. 63.
Port Royal

My Dear Sir

Preston will give you some details of interest— I have endeavored to keep the reporters from knowing the nature of the mail taken—for one trip any how—but the Captain of the Hope blabbed—though all this may strike you as unimportant. We have a good deal of information from Harris. No obstructions to speak, but the two iron clads are formidable & *they say,* 140 guns can be brought to bear on an approaching vessel, and have not the slightest apprehension.

Please send back Preston immediately if you can.

Yrs in great haste Most truly
S. F. DP.

I send you every thing—photographs & all—if you give them away mention where they came from. So far as I care, keep them yrself. Please give Mrs. Fox in my name Jeff Davis' & his wife.

[S. F. DUPONT TO G. V. FOX]

Private

Wabash Jany 10th 63.
Port Royal.

My Dear Sir

I think it well to explain why I let Tibbits the Master return again—he wants a command & thought you would give him one— I would be very cautious about

this & you had better give him his position in some active ship. I had none here for him & Reynolds preferred not to have him back to the Vermont—as he did not treat the contrabands well, a failing with many of these outside men—as a general rule, because they are not gentlemen.

You know I have no prejudices against them, but to make them commissioned & confirmed by the Senate is a *great mistake* & the movers will be the first to regret it. After the war & a close scrutiny, some of these men may be retained with advantage—but very few.

That was an admirable General order of Dec 12th. Harris whom we took represents the Charleston iron clads as very formidable in everything but motive power.

We hear the Fingal now 'Atlanta' is going to try to get to the Ogeechee & release the Nashville, now armed for a Privateer— I have sent the Canandaigua off Ossabaw.

Blockading iron clads with wooden vessels is not comfortable—the more vessels you send the more game for them. The Atlanta is very powerful in every way. Strange that rebel shops & workmen should build faster than us.

Yrs truly in haste

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
January 23d 1863

My dear Admiral:

A terrible load of anxiety has been taken off my mind to-day. Tuesday night we had a hurricane on the coast

and though Rodgers[1] of the Weehawken had the Delaware close under his lee when it commenced yet with that reckless daring so characteristic of him he cast off his tow and pushed out to sea and rode it out beautifully. It was a great risk, too great, but he has solved a problem that otherwise would have had few backers. The loss of the Monitor brought up the "I told you so" people, Rodgers courage has extinguished them. Every succeeding vessel we build stronger and better and with improvements that will render them perfectly safe at sea. The Passaic and Montauk are the weakest and if you send some to the Gulf and keep others those two better be retained to come North in the future for greater strengthening.

The Nahant put into the Delaware Breakwater all right. It is several years since we had such a gale as Rodgers was in. Lee is ordered to send off the Patapsco and Weehawken without a moments delay. The Vanderbilt will perhaps give them a pull down but please send her back to Hampton Roads for the chase of the 290. Hale is trying to capsize everything but it will all end in smoke. He has, however, succeeded in getting Paulding rejected though the matter may come up again. All the others will be confirmed. Porter has made a fine attack upon a casemated Fort and at 400 yards knocked it all to pieces. He greased his iron clads a la Merrimac, I have ordered a copy of his remarks upon that subject to be sent to you.

Fitz John Porter is dismissed the service. Disobedience of orders and want of cooperation with Pope in face of the enemy. If we can take Charleston, Savannah, Wilmington, Mobile and the 290 the Navy on the ocean and coast has finished its hard work. I don't know how you will like our torpedo rafts but it was the

[1] John Rodgers.—Eds.

best we could do. They may answer at Savannah if not at Charleston. Acting Vol Lieut Faucon is one of the best educated and most systematic officers we have from the merchant service, and if Reynolds must have a command at sea Faucon is the man for the Vermont. Davis and Farragut are charmed with him, I will do nothing until I hear from you. Reynolds cannot get upon the active list until he has made an active cruise. This is the Secretary's decision on all these cases. I doubt whether Mobile or Port Hudson can be taken until the iron clads get there and the Sec'y is very anxious that you should send at least the Ironsides, Weehawken and Patapsco there as soon as your great work is finished. We shall have plenty more of better construction in a few months. Remember me to Rodgers. I shall think of you with intense interest as you go forward to retake the City where this wicked rebellion first tore down the Stars and Stripes.

We have added a story to our Navy Department building and erected a fine flag staff thereon and shall not raise the American flag upon it until Charleston falls. If you will send us Sumpter's flag it shall go up under the American flag.

The dispatches and letters you took were admirable and have all been communicated abroad and there published.

Wishing you all the success that is so richly deserved by your past history, I remain,

Yours very truly

G. V. Fox.

Rear Admiral S. F. DuPont
Comd'g S. A. Block'd'g Squadron
Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 12th 1863.

My dear Admiral:

The Charleston matter gave us very little concern, even with the flaming rebel headings, and I fancy the knowledge you have acquired of those craft is worth more to us, than our loss is gain to the enemy. After the receipt of your confidential letter upon the subject of iron clads I cast about to see how it was possible to give you another, and I finally suggested to Ericsson to put his whole force upon the vessel nearest completed and get her guns and engines in working order and then tow her to Newport News and finish her there, which would relieve the Nahant, employed at that place guarding the Merrimac No 2. This he has done and the Sangamon sailed from Chester yesterday with mechanics on board and immediately upon her arrival at Hampton Roads the State of Georgia will start off with the Nahant in tow.

The President sent for me to-day and read Foster's despatch of the 2d stating that the Navy would be ready for the attack in about two weeks. We are very anxious but shall not press you. The President remarked to me several times "I should be very anxious about this job if you did not feel so sure of your people being successful."

Ericsson considers the Passaic and Montauk less prepared for bad weather at sea than the others, and if all goes well I think you had better retain those and let all the others go to Farragut, who is having an awful streak of bad luck. We were defeated at Galveston by

two gun boats which only mounted one 68 pdr, which burst at the third fire, and the whole attacking force were soldiers. It was the most disgraceful affair that has occurred to the Navy during its whole history, without a single redeeming feature and to complete our disgrace and complications the senior officer left the fort with three gun boats and ran for New Orleans. You will wipe out the affair, I am sure, and will meet the views of the Department by pushing the iron clads into the Gulf. I entertain no apprehensions whatever, for I know the signal ability which will survey the scene and direct the storm.

Very truly yours,

G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 16—1863.

My dear Admiral

I had an interview yesterday with Gen[l] Foster before the President, Stanton and Halleck. Foster related carefully, everything of interest, and developed his plan for the attack upon Charleston viz: the Iron Clads to protect him upon Morris Island whilst he erected batteries to reduce Sumpter; such an idea was so insignificant and so characteristic of the Army, that I could not help expressing myself to that effect. Foster said you and he had measured across the upper end of James Island and that it was too wide to be covered by guns

from the iron clads, assuming that they could get to Charleston, and that there were 19,000 men upon the Island with 3 months provisions. I then asked Gen Halleck, what would be the result of the Iron Clads reaching a position off the city. He replied the entire evacuation of James Island. I repeated the question to him Cullum and Foster all Engineers, afterwards at Gen Halleck's office and he and Cullum both said it would be all up with them if we could pass the forts. I then said to Foster why attack the forts? He finally acknowledged that if we could get to the city it would be no use. The idea of a siege meets with such disfavor that the President wished me to go down and see you. But though I consented yesterday it seems impossible to leave at this time. The Nahant leaves to-day or to-morrow, and is the only Iron Clad we can add without creating a delay that the Government and country seem to be very impatient of. Finances, politics, foreign relations, all seem to ask for Charleston before Congress adjourns, so as to shape legislation. However take your time, my dear Admiral, we only say do it, but I beg of you not to take these soldiers too closely into your counsels in a purely naval matter. The two Rodgers are worth the whole of them. It seems to me very clear that our course is to go in and demand a surrender of the Forts or the alternative of destruction to their city. If the obstructions prevent this, it will be time enough to *assist* the Army in laying siege. I believe you will do what is best in the most superb manner and you will be successful.

Very truly yours

G. V. Fox.

Rear Admiral
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 20th 1863.

Dear Admiral

Foster told me that you would be perfectly satisfied with two more 'Monitors' and upon this spur we have pushed the work upon the 'Catskill' to the utmost, and though I have written you that we could not do it, yet, I am happy to find we can. I should never forgive myself if you were not provided with all you wished for so great an undertaking, and I am very happy that we have succeeded for it gives you success. Do not attack until she comes, as the Weehawken affords a proper cause for satisfying the impatience of the people. Foster tells me that the bolts flew in the Pilot House of the 'Montauk,' we have no report but I have written all the facts I could gather from the General.

Rodgers at the farthest will leave on Tuesday next with the 'Bienville,' which you must let go to the Gulf. Several of Farragut's vessels are off after pirates. I hope you will hold to the idea of carrying your flag supreme and superb, defiant and disdainful, silent amid the 200 guns until you arrive at the centre of this wicked rebellion and there demand the surrender of the Forts, or swift destruction. The President and Mr. Welles are very much struck with this program and Halleck and Cullum, as I have written you, declare that all their defences must be evacuated if you pass the forts. The sublimity of such a silent attack is beyond words to describe, and I beg of you not to let the Army spoil it.

The immortal wreath of laurel should cluster around your flag alone.

I shall not probably have time to write you again before the attack. I commit you to the care of Him who has given you invariable success, because you have invariably deserved it.

Very truly yours

Rear Admiral G. V. Fox.
S. F. DuPont
Comd'g S. A. Blockd'g Squadron
Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash 25. Feby. 63
Port Royal S. C.

My Dear Sir

I have your several letters— The ammunition is about all received and we are working steadily in reference to its proper & available distribution. The Ord. Bureau has done wonders for us in this line.

The work on the Weehawken goes bravely on—she is in Station Creek where I am going presently. We hope to try her Engines Saturday.

I thank you for Catskill— Why cannot Rhind come here? I cannot conceive why he should be kept doing nothing at Wilmington—he can go there immediately after, & will do nothing there in the mean time.

The *Experiment* for it is nothing else (the trying of 200 Guns with twenty) is too momentous to be trifled with. You must therefore be patient until we are ready —better be successful in March than fail in Feby.

I am surprised you believed for a moment that we could be humbugged into a *Siege*. The poor Soldiers seem so thrown out & Foster kept saying so often that they could do nothing without us that I agreed to give them all the incidental protection possible and get them on shore on Morris Island—a plan first proposed by Seymour who said he could put up their battery in two nights. There is another battery going up nearer Cummings Pt.—so we shall have to knock this over as well as Fort Wagner to win our harbor & get our own base of operations. To keep up the supply of ammunition in these vessels requires great preparations and system —we had expended nearly to the last shell on the Ogeechee.

A man which you let off again (Gladden) twice taken as a Pilot came down in the Arago—a very dangerous man—stated the Monitors were to be boarded by 'forlorn hopes' & the turrets spiked. We shall look out for that. G[l] Hunter had this man arrested.

It is impossible to have Reynolds from the Vermont now—none but a regular officer & he clever, should be in charge now of that ship with her immense material of war— Then an Officer like Reynolds is always a nucleus for a court of Inquiry, important boards & surveys—the old man you spoke of would be lost on board. The reception too on board of Prize crews & passengers & officers to reside while reaching their ships, all make it most desirable to have a regular officer on board that Ship.

I shall become very anxious when I withdraw the iron clads from the Sounds below—lest the Nashville gets out & we have some shines cut by the Fingal— Gladden came down to run the N. out.

We are up & doing—nothing will be wanting on our part—if it pleases God to give us the day.

Yrs very truly

Cap Fox. Asst Sec S. F. DuPont

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
February 26th 1863.

Dear Admiral:

The Catskill goes to day, and as the Keokuk is nearly ready we have pushed her to completion, so as to add her also to your fleet. I trust that they both will be in time to assist in the attack. Very little rest has been given to all hands connected with these vessels for I have felt how much responsibility rested upon us in regard to the force to be given to you. Lee is going at Wilmington, which is purely an iron clad-affair and the order now stands for you to return the Keokuk and one other iron clad to Hampton Roads. This will give him all the force he asks for. I trust you will see to this, and to the iron clads going to the Gulf where our affairs are pretty well run down so far as the navy is concerned. The iron clads at Mobile are formidable and threaten, not only an attack upon the blockade, but upon Ship Island. There are also two iron clads up the Apalachicola under Catesby Jones. The calls upon us from Farragut and Bailey are and must be, unheeded, to enable that every iron clad possible shall be with you to insure success. The moment this is attained, I am sure you will relieve our anxiety by sending forward the vessels as I fear every day to hear of a disaster in the Gulf.

The Navy retired list are making little headway, and will make a great deal more if we do not have a victory. The disasters and the three rebel privateers in the West Indies injure us and detract very much from our influence. The section about flags at the Main Fore and Mizzen is revealed in the Senate. The English Government have asked us the meaning of it, and whether we consider Rear Admirals with a flag at the Fore and main as Rear Admirals, or entitled to higher honors.

The Smith's crew have arrived. We are trying to find what has been done with the colored persons in the crew. They have proposed in Richmond to sell our cooks &c into slavery. If they do I think we can retaliate. I shall say no more about the great duty entrusted to you for I have such unbounded reliance in your ability and judgment that I never have permitted myself for a moment to doubt the result complete overwhelming and final.

Very truly yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S A Blockd'g Squadron
Port Royal S. C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Wabash. Monday. March 2. 63.

My Dear Sir

I have your unofficial letter of the 20th and desire before I say another word, to undeceive you as to my ever having said to G[l] Foster or any body else that I would be 'perfectly satisfied' with two more Monitors— Seymour, more of a *ship man* where forts are

concerned than *I am,* said once he thought six Monitors besides the Ironsides would do it, & this may have led to the mistake.

While I thank you much for your great efforts, I think it right to say, that the limit of my wants in the way of Iron clads, is the capacity of the Depmt to supply them— I think the Merrimac should be watched and deem it right that one should be at Newport News, but I want to say to you as a friend & officer, that if you retain a single one not absolutely wanted elsewhere, you may regret it the longest day you live. If you send me all you can I can ask no more—but I do not see why I cannot have the Nantucket and the Keokuk as well as the Catskill. I trust in God you are not going to let Foster inveigle you into any Wilmington operation until we are through here. Let the army go on if it pleases with that system of discrimination, which has well nigh ruined it & us, but keep it out of the Navy. When you started on the Wilmington plan I took it patiently though pressed all round by the rebel rams.

Foster left us a precious legacy here—flying round making reconnaissances, he made one up Folly River & then it was published in the Herald—Morris island has since been covered with batteries where we have to win our harbor & establish our naval base.

We got Steam on Weehawken to day but the Piston leaks & has to come out—it will take three days. I fear Worden's vessel was hurt by the Torpedo—they avoided it going up, but in drifting down in the fog after the fight they touched it and it went off—the leak was bad at first, but it was found to come from a pipe principally—I sent Stimers immediately down—& with orders to bring her up here. I hope to hear tomorrow that Drayton has taken the fort. That Nashville was a

thorn in my flesh—& Worden did the work on her beautifully—but she never would have been there for him to operate on, but for two such blockaders as Davis and Barnes, who have been there so long, making such an impression by their boldness that the fellow never dared attempt to run by them— Gibson after he went did very well too.

Oh those supply ships that will not come! no provisions yet.

It is very late & I am much pressed—with warm regards to Mr Welles

Yrs most sincerely

Hon. G. V. Fox
Assistant Sec Navy
Washington

S. F. DuPont

P. S. Excuse me but I could not but smile at your grand plan of sailing in silently on *our friends*—there is no question what the result would be & be as you say it would—but my friend you have to *get there*— We'll do it if it can be done— I would like to make you happy— I think we shall have to batter & pound beyond any precedent in history.

DP

I hope you will publish my dispatch about the Nashville.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 3d 1863.

Dear Admiral:

When Foster told me you would be perfectly satisfied with two more Iron Clads I determined that you should have them if it were within the bounds of pos-

sibility and I am now happy in informing you that the second, the Catskill, left New York last Saturday in tow of the Bienville, and she ought to be with you Thursday night if she does not stop. More than this the Keokuk left New York last eve—with orders to touch off Charleston on her way to Port Royal. If we had more you should have every one of them, that you might give us success. To do this, my dear Admiral, we have neglected the Gulf and fear every moment to hear of a disaster there, more especially since the loss of the Queen of the West has been followed by that of the Indianola, one of our new iron clads. If this latter vessel has not been sunk or seriously injured in the capture a great disaster will surely follow at Baton Rouge and perhaps New Orleans for we have no iron clads in the Gulf.

It is this unfortunate condition of things that tempts us almost to abandon Savannah and direct you to send the enumerated force immediately to the Gulf so soon as the attack upon Charleston is finished. However upon the whole it is determined to leave the matter to your judgment so far as Savannah is concerned, only I beg of you to take into consideration the fearful imminence in the Gulf and give them aid as soon as you possibly can. The force detailed for the Gulf provided all goes well at Charleston will be sufficient to clear out everything there and give us victory, but we have not a day to spare if the Indianola is uninjured. These disasters must come, they are sure to follow a long course of uninterrupted success and we will look at them at the Department with a determination that thay shall not lead us to doubt either ultimate victory or the brave officers and men who will surely win it— I have nothing more to add.

Our new Admiral Davis, is sitting by Mrs. F. smok-

ing a cigar, but my heart is with you, and my anxiety is, not regarding your attack, which will be surely crowned with success, but with our poor fellows in the Gulf without an iron clad. If you defer Savannah we will give you more iron clads bye & bye, but use your own superior judgment in the matter.

Very truly yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comdg S. A. Block'd'g Squadron
Port Royal S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 6, 1863.

Dear Admiral:

I have the pleasure of informing you that by great exertions we got off the 'Keokuk' yesterday, and to-morrow the Nantucket will also take her departure for the South. I am thankful that this force is added to your command for the stake is too great to trifle in the attack. Townsend returned with your letters and gave us an interesting account of all matters in your Department.

Every hour of the day and far into night, and at earliest dawn I think of you and wish myself near you at the great attack, the prelude of the downfall of this infernal confederacy. Our flag staff stands surmounted by its gilded eagle waiting patiently for the downfall of Charleston to fling forth our beloved flag. May the Eternal in His Majesty and power watch over you and

give you a naval victory according to your merits and the righteousness of our cause.

You will notice the order of return is for the 'Passaic,' 'Montauk' and 'Keokuk.' The two former are not strengthened like the others and the latter can go into the Sounds of N.C. to meet the iron clads in those waters. The dispersion of all your iron clads is assuming that you will do this work now before you as you have done all else confided to you, that is, thoroughly.

I am yours very truly

Rear Admiral G. V. Fox
S. F. DuPont
Comdg. S A B Squadron Port Royal S.C.

[S. F. DUPONT TO G. V. FOX]

Confidential

Memd. for Mr Fox.

March 7, Wabash,—63

The conclusion to be drawn from the very valuable practice at Fort McAllister is that none of the XV in. guns can be used for more than a days fight without repairs—the attack on Charleston may take a week before any final result is reached.

Four Monitors have attacked Fort McAllister of these two got aground, two had their concussion boxes injured, one had her XV in gun carriage injured, one was injured by a torpedo, and one by a bomb shell—without taking a 7 gun Fort. Part only of those vessels which go into the fight at Charleston will be efficient at the end of it—and part therefore of the attacking force must take the city.

Then Dahlgren gives the life of his gun at 300. that will never answer I think; we had better have 11 in. Too fatigued to write tonight by Mr Stimers, he will tell you much.

Yrs most truly

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
11th—March 1863

Dear Admiral

I have your confidential letter of the 2d inst. I am surprised that you should imagine we would keep back any iron clads or direct them to other attacks pending your great affair. Lee offered to attack Wilmington with the first two whilst the others were preparing for you, and we gave him the Passaic and the old Monitor which unfortunately sunk breaking up the whole affair. The Passaic was immediately sent to you and all others as fast as ready, with the single exception of the Sangamon, necessary to guard the James River against the Richmond No 2. The Captains as they join you will tell you the pressure that has been put upon them to get their vessels to you and we have dropped all other work to expedite them.

The status is this, on the rebel side one Iron Clad finished in James river (Richmond No 2) & two others nearly ready: defence—Sangamon alone. Sounds of North Carolina one Iron Clad,—defence none. Lying at Fort Caswell Cape Fear river, all ready one Iron-clad;—defence, none. Apalachicola river one under

Catesby Jones; defence none. Mobile, five under Buchanan; defence, none. The Admirals in command of the Squadrons have placed these facts on record against us and called for Iron Clads to defend themselves but we have not given them any. Secretary Chase begged the Secretary to send some of the Iron Clads to New Orleans or we should lose the place and the army of Banks; we declined.

The Nantucket sailed day before yesterday and the Keokuk lies under Sandy Hook waiting for something. There are but two left North, the Roanoke in six weeks and the Lehigh in three. If they were ready you should have them. Thus you will see that threatened at all points and at all points continual disaster, all of which is laid solely at the door of the Secretary—yet he has given you every vessel except the Sangamon, which against three Iron Clads of the enemy, guards Hampton Roads, the waters of the Chesapeake & Washington itself. Wilkes also writes that we have not given him vessels enough, therefore he cannot catch the privateers. He is making up a record against us, Committees are here denouncing the Secretary for not ridding the seas of these pests and propose to drive out the Secretary for the disasters of this last winter.

The French Minister told the Chairman of Foreign Relations in the Senate that he was officially advised by his Consul at Charleston that 30 steamers had entered that port since January 1st and that trade was greater between Charleston and foreign ports than it had ever been before since the City was in existence.

So you see, my dear Admiral, that we are just now carrying a heavy load, and yet we shall win. You will cover yourself, your country and the Navy with glory, for you will surely be successful. If you can go to Charleston you will go there with the Army as specta-

tors as we arranged it at Port Royal and if you cannot you will grind Sumpter and Moultrie to powder. Earnestly praying for your success

I am faithfully yours,

G. V. Fox

Rear Admiral
S. F. DuPont
&c &c &c Port Royal
S.C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 18, 1863.

Dear Admiral:

Stimers leaves New York to-day with all you required and in addition contrivances which Ericsson thinks will pick up the torpedoes. I have telegraphed him not to go until he has everything you asked for. The "Nantucket" was spoken off Charleston the 15th all right and the "Keokuk" after putting back eight times finally departs from Hampton Roads to-day. Farragut has had a set back at Port Hudson and lost the noble old "Mississippi." It finally devolves upon you by great good fortune to avert the series of disasters that have fallen upon the Navy. That you will do it most gloriously I have no misgivings whatever.

The order about the distribution of Iron Clads after the attack of course can only be given as we wish were they all to escape. You must act according to their condition after the fight knowing as you now do all the great exigencies which exist at the points I have mentioned. The "Lehigh" the last of the first batch of

Monitors will not be finished ready for sea until about April 20th.

Wishing you, my dear friend, the greatest success for the sake of our beloved country I remain

Sincerely your friend

Rear Admiral G. V. Fox.
S. F. DuPont

[S. F. DUPONT TO G. V. FOX]

Private

'Wabash' Port Royal S C
19. March. 63.

My Dear Sir

I cannot *make* the time I once had to write you unofficially—but I thought you would like to hear a few words.

We are hard at work on the iron clads—they require so much & the injury of the Montauk is very great, I crawled on 'all fours' to see for myself—we are afraid to beach one of these vessels & yet it seems a difficult job without so doing.

The Patapsco's pumps are not yet in order— I had dispatched the Weehawken to Edisto this Morg. to establish our base of operations, but an Equinox[1] gale sent her back.

I may send her to Savannah River in lieu—a boat & crew from the Georgia deserted three days since, taking the Midship. prisoner, this information is of interest & I have sent for them.

I am anxiously looking for the Keokuk—her less draft than the others, is very important— I think these Monitors are wonderful conceptions—but oh! the

errors of details, which would have been corrected if these men of genius could be induced to pay attention to the people who are to use their tests & inventions.

Much to my regret I was forced to take the Unadilla out of Stono to send her to the Rattlesnake off Charleston, so fierce is the blockade running now, when she got aground on Stono bar & had to be towed in a lame duck. If Geo Saunders cruising iron vessels come over we shall be swept from one end of the Coast to the other.

The most important thing in view of yr proposed work for the iron clads I have not mentioned but intend to write officially on the subject. I mean the life given to that 15 in gun by Dahlgren—there is not an iron clad Captain who does not believe it will be exceeded at Charleston alone. The Memd^{m} I sent you was drawn up by John Rodgers from the different reports. Please let the Mass^{tts} run to Philad—we shall never see her again from New York.

In haste yrs truly

S. F. DP

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
March 26, 1863.

My Dear Admiral:

I think the Keokuk must have gladdened your eyes yesterday. I trust the Ericsson arrived safely with her raft, though off the Chesapeake she must have met the heaviest gale of the season. The Iron Clad Captains must make full reports of their vessels and find all reasonable fault and offer suggestions. It is the only

way we can learn any thing to guide us in the future. Ericsson combats such reports as you saw in Downe's case, but nevertheless he instantly is to work to remedy the difficulty; you give us the light of experience and we will work through all difficulties.

The Confederate iron clads in England I think will be taken care of. They certainly will if Charleston and Savannah fall. Notwithstanding our inactivity and naval reverses the public has undergone a great and favorable change,—a fixed determination is now universal to sacrifice all for the maintenance of the Union and the extermination of the rebellion. Gold has fallen to 141 and the tax revenue exceeds the most sanguine expectations. Farragut has made one of his glorious dashes and got pretty severely handled and is alone in the Hartford above Port Hudson. He went up after the Indianola not knowing that Porter had blown her up with an imitation Monitor.

Farragut had just written me that he was willing to do the rest of his fighting with wooden vessels. Gen[l] Halleck told the President that you had serious doubts as to the capture of Charleston. In our Department where we know best your character and the skill and judgment you bring to bear on the great undertaking, there does not exist a doubt of your complete success. We have sent you down the semi-submarine boat "Alligator" that may be useful in making reconnaissances.

Sincerely your friend,

Rear Admiral G. V. Fox.
S. F. DuPont
&c &c &c Port Royal S. C.

[G. V. FOX TO S. F. DUPONT]

Unofficial

Navy Department
April 2d 1863.

Dear Admiral.

Matters are at a stand still on the Mississippi river and the President was with difficulty restrained from sending off Hunter and all the Iron Clads directly to New Orleans; the opening of the Mississippi being considered the principal object to be attained. It is however arranged as you will see by to-days order, that you are to send all the Iron Clads, that survive the attack upon Charleston immediately to New Orleans reserving for your squadron only two. We must abandon all other operations on the coast where iron clads are necessary to a future time. We cannot clean the Mississippi river without the Iron Clads and as all the supplies come down the Red River that stretch of the river must be in our possession. This plan has been agreed upon after mature consideration and seems to be imperative. With my sincere prayers in your behalf, my dear Admiral, I remain

Sincerely yours

G. V. Fox

Rear Admiral
S. F. DuPont
Comd'g S. A. B. Squadron
Port Royal S. C.

LETTERS OF L. M. GOLDSBOROUGH TO G. V. FOX ORGANIZING EXPEDITION AGAINST ROANOKE ISLAND AND IN THE SOUNDS NOVEMBER 8 TO DECEMBER 29 1861

REAR ADMIRAL LOUIS M. GOLDSBOROUGH, U.S.N.

Born, Washington, D. C., February 15, 1805[1]
Died, Washington, D. C., February 20, 1877

June	18, 1812	Midshipman.
January	13, 1825	Lieutenant.
	1827–9	*Porpoise,* Mediterranean Squadron.
	1840	United States Pacific Squadron.
September	8, 1841	Commander.
	1847	*Ohio,* at Vera Cruz.
	1852–3	*Levant,* Mediterranean Squadron.
September	14, 1855	Captain.
	1854–7	Superintendent Naval Academy, Annapolis.
	1859–60	*Congress,* Brazil Squadron.
	1862	Command of expedition for operations in waters of North Carolina.
July	16, 1862	Rear Admiral.
	1865–8	Command European Squadron.
	1868–77	Special duty, Washington, D. C.

[1] See letter, December 15, 1861.—Eds.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private and Confidential

"Minnesota," Nov 8/61

My Dear Sir:

In reply to a letter from Genl Huger, under date of yesterday, begging to know if his letter to me of the 19th ultmº had been duly received, and if so, whether I had instructions to carry out my proposition, or not. I have just addressed him a communication of which the accompanying is a copy.

It is quite evident to my mind that he is anxious to get Sharpe, and very willing to give up Worden in exchange; and we ought, I think, to avail promptly of the feeling.

You will perceive the attitude in which I have placed myself, and I can hardly suppose that it will be disapproved, for it does not commit the government in the slightest degree, or in fact sensibly partake of a public transaction.

What I now ask is simply this: that the officer of the Army at New York, in whose custody the prisoners are, be instructed to deliver to me, on board this ship, any one of them that I may name to him, and that a copy of his instructions to this effect be sent to me as soon as they are issued. If, as I understand, some of the prisoners have been sent from New York to Boston, it would be well to give to the custodian there similar directions; and it would be convenient to me to be furnished with a

list of the names of those who claim to be officers in the Confederate Navy now at either place.

I feel quite sanguine that Huger will accede to the proposal in view, altho' it is, as it were, only of a private character between him and myself.

Do let me hear from you without delay.

Most truly & Faithfully Yrs

Honble G. V. Fox — L. M. GOLDSBOROUGH

Washington City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Nov 9th 1861

My Dear Fox:

I greatly fear from what I gather, as coming from the other side, that *several* cases of *serious* disaster have happened to the vessels of DuPont's expedition. They amount, perhaps, to at least six, & were all occasioned by the terrible gale of last Friday & Saturday. A prisoner taken yesterday, & brought in to Fort Monroe, says, I understand, that such was the information received by the insurgents over the wires.

That we have thrashed them at Port Royal, & are at this moment in possession of the place, I have little or no doubt; for, were it otherwise, we should have heard guns of joy at Norfolk.

It is idle, depend upon it, to send ferry-boats to sea. They cannot stand the racket.

On board the Comm Perry, as her commander informs me, the scene during the blow was terrible, & not a soul ever expected to get out of her alive. The crew begged & implored him, some of them on their knees to beach his vessel, & give them only this slim

chance of saving themselves, declaring that they would rather suffer imprisonment for five years than remain longer as they were.

There were several other vessels of the expedition that appeared to me & others to be utterly unfit for sea. God grant that they may all be spared!

I wrote to the Dept. this morning about the Commd. Perry, & asked whether I shd send her to Baltimore for repairs. It is my present impression that not one of the ferry-boats will ever reach their destination, especially at this season of the year.

Ever Yrs

Hoble G. V. Fox. L. M. G.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Nov 9/61

My Dear Sir:

Glorious news you send me about the Gun-Boats! I know that Lenthall's part will be all *done up brown,* but for Heaven's sake, do let proper directions be given and carried out about the military part. I do not believe the story about the blockading lights off Charleston, &c, but will institute inquiry forthwith, and, if necessary, give instructions about them.

Did answer about the Acting Master who commanded cutting out expedition at Chincoteague pr mail of yesterday—the moment the information was received. I also forwarded to Dept a statement of the death of Actg Master Jno White, the individual who was appointed at my solicitation when last in Washington. I had sent him in charge of one of our prize schooners with 50 tons of coal for the Louisiana—

Murray's vessel. The vessel was lost by, I fear, stupidity, in returning, on Hog Island. She was then in charge of the Actg Master who was wounded in Murray's cutting out fight, Hooker by name. The vessel herself was of little or no consequence.

I have not yet recv^{d} the report from Prentiss about Actg Lt. Neville. It shall be forwarded as soon as recv^{d}.

The Comm^{o} Barney has gone to Baltimore. These Ferryboats cannot possibly stand the sea. Another one, the Comm^{o} Perry, came in last night, knocked into a cocked-hat.

I had ordered the "Valley City" here, because I want her to take the place of the "Daylight"—now completely done up in her Engine Dept. If the Dept ordered her to the Rappahannock, Glisson should have informed it of the orders I had given him. All *contretemps* should be avoided.

I do not exactly know how many of the schooners are left, but I think not more than 4 are now at Hatteras Inlet, and they are to be used at Ocracoke if possible. Nothing but a succession of bad weather has prevented that place from being choked up by them long ago. I have written and rewritten about it.

Hatteras ought to be held at all hazards. A good steamer, with good guns, can command the Light-House in *all weathers.* She can *always* be within one mile of it, or less, provided she does not draw over say 12 or 14 feet water. She can always secure a lee under the shoals by shifting from side to side. This information I have from a first rate Pilot. With the Light-house thus *constantly* commanded, and a company or two of men at it with a battery of a few pieces, the light itself can be kept lit without difficulty. Nothing but a first rate vessel of her class will answer. The best pos-

sible suggestion I can give is to drive ahead with the iron-cased gun-boats, and we will soon drive the insurgents with them to the moon if necessary, and thus end the war. *The Navy must end the war! The Army cannot do it!!* For God's sake, let all the military appointments of the Gunboats be most carefully matured and thoroughly carried out. We are too apt to do things by halves.

The vessels that come here from our Northern dockyards are, generally, in a sad condition, and not at all properly prepared for service. I have an immense deal of trouble with them—very much more than I can describe. I shall have to make the "Brandywine" a dockyard, and keep on board of her a large lot of carpenters, sailmakers, tinkers, &c. &c. &c. Small anchors, and chains to correspond, are even now greatly in request, and before the winter is over they will be still more so. I have written to Lenthall for a lot.

Most faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota"
Hampton Roads, Nov. 17th, 1861

My Dear Sir:

The "Dawn" ought to go to New York for a new boiler at the earliest moment she can be spared. At present, I have her in the Rappahannock, where I propose to keep her until I can find a relief. She is, no doubt, in a sad way, and so too is the "Daylight," "Louisiana," "Cambridge," and "Lockwood."

The "Baltimore" is not here, nor has she been since I despatched her to the lower Potomac with provisions,

water, &c, for our vessels there, which is now, I think, a fortnight or more. I know nothing in the world, therefore, about the permission given to her pilot and Engineer to visit Washington.

I will give the Ferry-boats repairing at Baltimore orders to remain there until ordered to do otherwise by the Department.

Respectfully Your Obt Servt.
L. M. GOLDSBOROUGH
Flag Officer

Honorable
G. V. Fox
Asst Sect'y of the Navy
Washington D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship Minnesota
Hampton Roads, Decem. 4/, 61

My Dear Sir:

I'll give the blow of which you speak, and of this you may be assured. The sooner we get to work about it the better.

Haines of the "Rescue" is very anxious for an appointment as Master, and I sincerely hope he may be gratified. He is a host to us, and knows most thoroughly and completely every hole and corner in the sounds. He has already given me intensely interesting information. Put your eye on the colored map on your table which we were looking over together and you will see that between Currituck sound and North river there is a canal called "Beaches." This is a part and parcel of the best water communication with Norfolk —the *only* way, in fact, that a vessel drawing over 5 or 5½ feet can get along, as Currituck sound itself can-

not be navigated with more than a draft of *3 feet,* owing to an intricate and large shallow about mid-way. In a word, "Beaches" is an *indispensable* link of the Albe[e] & Ches Canal. It is only a cut made through the earth, piled all the way on both sides with logs, and has no lock; and it is, as you will perceive, but, comparatively, a short distance from Roanoke Island—some 20 or 30 miles. Nothing is easier than to close it up effectually at its Southern or North-river end. A few shot fired slantingly against the piles will do the work. Even with the piles intact, the earth is constantly falling in, so as to require the frequent services of two mud-machines.

Piney Point, Neuse River, which is on the upper side of Adams' Creek, has been fortified, and vessels have been sunk across the river at this point. The same has been done at Pamplico River to protect Washington, N.C. We therefore shall, probably, require a galvanic blowing-up concern, and a competent man to manage it. It would be well to be so provided under any circumstances, and, therefore, will you allow me to ask if you do happen to know where such a concern and individual can be conveniently obtained? I dare say you are half bothered to death by people with all sorts of contrivances for blowing even the Old Boy himself sky-high! *Twelve* feet of water can be carried all the way up to Newbern, and even more all the way up to Washington. Phelps swears that he can find 8 feet of water over the bulkhead at Hatteras Inlet, and, at times, even as much as 9; but the channel-way is not broad enough to admit the passage of more than one vessel at a time. Here then, in getting over, the enemy ought to fight me, and it is more than likely he will do so; but if I can only have some of my vessels of light enough draft to get over at *Ocracoke,* which bulkhead,

as far as I can ascertain, has at least a foot or more less water over it than Hatteras Inlet, I can manage to come up upon him from that quarter so as materially to divert his attention; and in getting the vessels of larger draft over the bulkhead at this latter place, the barges with their guns will be of great service. My present ideas are: 1st, get my force into the sound, and concentrated, at all hazards. 2d. Take Roanoke Island, and all about and round it. 3d. Destroy the North-river end of the "Beaches" cut. 4th. Take Newbern. 5th, cut off all communication between Goldsboro' and that place, and also, perhaps, between Newbern and Beaufort. 6th. Then to be governed by circumstances, and to get possession of both Beaufort and Fort Macon, either by starvation or otherwise, if possible.

I do not know anything about the light draft Baltimore or Chesapeake steamers of which you speak; but, perhaps, some of them might answer our purposes. I hope so. I'll make inquiry upon the subject.

I shall want half a dozen good ship-carpenters, with their tools, to go along with us, for I must expect some of the vessels to get disabled.

I have sent Loring to New York about the condensers for fresh water.

I hope that the guns &c which Harwood is to send me will soon be forthcoming.

As soon as Burnside sends me a transport or two, (or several of them according to their capacity) agreeably to promise, I shall ship the provisions necessary for our purpose, the boats you are to send me from Washington, the guns of the small steamers so as to let them go round as light as may be for their safety, &c, &c, &c, to Hatteras Inlet.

Coal I will order from Philadelphia, to be sent direct to Hatteras Inlet, in ample season.

Neither the "Mystic" nor "Chippewa" has as yet made her appearance. The former I intend to take the place of the "Valley City" off the Rappahannock, which vessel draws not over 7 ft of water, and is well commanded besides. As for the "Quaker City," I fear it will be spring before she gets here.

I sh[d] like very much to have the "Louisiana" with me, but I fear her condition is an insuperable difficulty. Still, I shall try Murray on the subject. The "Fernandina" arrived from New York yesterday, and tomorrow she is to start for Wilmington. Her skipper, Brown, I fear is not a very willing coach—full of trifling excuses. He may, however, prove better than I now think he will. I hope so.

I trust that Phelps will be able to procure a steamer of the right sort, for, if possible, I must have him along with me. Professor Bache writes me that Patterson is looking out for one to take the place of the "Corwin," but there must be difficulty, I know, in scaring one up.

I am really anxious to be up and doing—off on our expedition—and, depend upon it, not a moment shall be lost so far as I am concerned.

I hear, from a source entitled to considerable credit, that the enemy have a battery on the extreme N.W. end of Roanoke Island, and another of 16 guns about midway on its west side. These, with, perhaps, a battery where the light formerly stood, are about all, I infer, that they can well have thereabouts. If they all really exist, a joint attack of Burnside on their rear, and us on their front, may be necessary. Have the island we must, *coûte que coûte.* We ought, however, to be as thoroughly prepared as any emergency may demand, and so as to make a *certain thing of it.* I have also heard that there is a battery, of some 4 guns, about midway on the Eastern side of the Island, but this report

does not come to me in any really reliable form. *I know,* from various reliable quarters, that the rebels do attach much importance to the possession of the Island; and well they may, for it, in fact, commands the approach, by water, to, Norfolk, from the Eastward.

I have had to write you in haste, but I hope nevertheless that you will understand me.

Ever Yrs most Truly & Faithfully

Honble G. V. Fox, L. M. GOLDSBOROUGH

Washington City.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota," Decm 8th/61

My Dear Sir:

I send you, herewith, a slip, cut from the Richmond Despatch of day before yesterday, containing Tucker's own official account of the little affair the other morning between his vessel and our craft.

Smith, of the "Congress," writes me, alluding to Tucker: "It took him two weeks to make up his mind to come down to 'surprise and attack' our steamers, and when he did come, the first shell that struck his vessel took all the starch out of him. He forgot to tell his Secretary that the flood tide was drifting all the steamers up the river, and that when he retired from the contest they were two miles farther up than when it began. If they did not get near enough to him, he should have held on till they did."

He, Smith, also wrote me that he had a Boston paper which he wished to send me, but which had got mislaid, containing a paragraph from the Richmond Despatch stating that in the attack made by the "Hetzel"

and "Lockwood" on the rebel camp above Newport News, some nights ago, the rebel loss was *fifteen* killed, wounded, and missing, and this too altho' the place was hunted up in the night, and fired on, at a general distance of a mile and a half.

Captn Sylva, who was the guide on the occasion, informed Smith to-day that the rebels had broken up their camp, where they were preparing for winter quarters, and had moved off.

Sylva, you may know, is of the army, and stationed at Newport News.

Commander Smith it is who writes me these things, not first Lt. Smith.

Yrs Ever Faithfully

Honble G. V. Fox — L. M. GOLDSBOROUGH

[Clipping from the *Richmond Despatch* enclosed in letter]

THE NAVAL ENGAGEMENT NEAR NEWPORT NEWS—OFFICIAL REPORT OF COMMANDER TUCKER

The *Enquirer,* of yesterday morning publishes the following official report of Commander Tucker of the Naval engagement which took place last Monday morning between the Confederate steamer "Patrick Henry" and the enemy's fleet off Newport News:

C.S.Steamer "Patrick Henry,"
Off Mulberry Island
James River, Va., Dec. 2d 1861

Sir:—Since the 18th of November, the enemy have accumulated at Newport News several small gun-boats and armed tugs; learning that they were in the habit of

sending several of these gun-boats up the river at night, and withdrawing them in the morning, induced me to take the first favorable opportunity to surprise and attack them.

This morning being dark and suitable for the enterprise, I left our anchorage, off Mulberry Island, at 4 o'clock, A.M., and proceeded cautiously down the river—all lights carefully concealed.

I regret, however, to say, that I was disappointed in not finding the steamers as high up the river as I expected.

At early daylight we discovered four steamers, anchored in line, this side of the frigates, but in supporting distance of them, and the battery at Newport News.

We rounded to at a supposed distance of a mile, and commenced the attack with our port battery and pivot guns, which was returned by the steamers and the battery on shore, from rifled and other guns. Many of the rifled shells came near and over us, and one struck us, going through the pilot house, and exploding in the starboard hammock nettings, producing slight injury, and wounding one of the pilots and a seaman, very slightly, by the splinters.

The engagement lasted two hours, when we returned to our anchorage, the enemy evincing no disposition to advance, either during the engagement or afterwards. We expended 28 shells and 13 solid shot, some of which must have struck, but with what injury to the enemy we are unable to say.

. . . . . .

Very respectfully, Your ob't serv't

JOHN R. TUCKER, Com. C.S.N.

Hon. S. R. Mallory, Sec'y Navy, Richmond.

Lincoln Vessels Entering Pagan Creek—"Heavy Firing."

A correspondent of the Petersburg *Express,* from Suffolk, December 2d, says:

Information reached here on Saturday that two or three Lincoln vessels had entered the mouth of Pagan Creek, on which Smithfield is situated. This morning, about 4 o'clock, heavy firing commenced in that direction and continued for nearly four hours, firing every half minute and minute. Nothing has been heard as to what the firing means. Some are confident that it was an engagement between the blockading vessels and some of our batteries; others suppose that the firing was on the other side of the James, and was an engagement between the forces of Magruder and the enemy. A gentleman just arrived in town supposes that it was at Pig Point, but in this opinion I do not agree. During the day we may hear more about it, but it will be too late, perhaps, for the mail.

(Doubtless the firing alluded to above was that from Newport News between the Confederate steamer Patrick Henry and Lincoln's fleet stationed off that Point, as it was about the time mentioned in the paragraph above that the fight commenced there.—Eds. Des.)

Gen. Bragg's Congratulatory Order

The Barrancas correspondent of the Mobile (Ala.) *Evening News* furnishes that paper with the following general order, complimentary to the troops on their

signal victory over the enemy at Fort Pickens, after a two days' bombardment. It puts to blush the boastful threats of Col. Brown that he could annihilate the works and defences of Pensacola in a few hours. Its style and language are in the vein which characterizes all the papers of Gen. Bragg, and it met with the warmest reception by the different corps of his command:

Headquarters Army of Pensacola,
Near Pensacola, Fla., 25th Nov. 1861.

General Order, No. 130.

The signal success which has crowned our forty hours' conflict with the arrogant and confident enemy—whose Government, it seems, is hourly looking for an announcement of his success in capturing our position—should fill our hearts with gratitude to a merciful Providence. This terrific bombardment of more than a hundred guns of the heaviest calibre—causing the very earth to tremble around us—has, from the wild firing of the enemy, resulted in the loss of only seven lives, with eight wounded; but two of them seriously—five of the deaths from an accident, and but two from the enemy's shot.

We have crippled their ships and driven them off, and forced the garrison of Fort Pickens, in its impotent rage, to slake its revenge by firing on our hospital, and burning the habitations of our innocent women and children, who have been driven therefrom by an unannounced storm of shot and shell.

For the coolness, devotion, and conspicuous gallantry of the troops, the General tenders his cordial thanks; but for the precision of their firing, in this their first practice, which would have done credit to veterans, he is unable to express his admiration. Their country and

their enemy will both remember the 22d and 23d of November.

By command of Maj.-Gen. Bragg.

GEO. G. GARNER,
Assistant Adjutant General.

THE ASSAULT ON THE NAVY YARD NEAR PENSACOLA

The Pensacola *Observer,* of the 30th ult., says:

For some cause, not yet explained, the fight commenced by Fort Pickens last week, suddenly ceased on Sunday morning, and up to the present time has not been renewed. It is supposed by some, says the Montgomery *Advertiser,* that at the time Col. Brown opened fire on the defences of the Confederate forces he expected he would be supported in a very short time by a very large portion of Lincoln's armada, but that as only a small number of the fleet arrived, and those being unable to make any impression on our batteries, he deemed it advisable to relinquish the attempt for the present. Others again think of the attack only as a feint, for the purpose of learning the strength, position, and number of the guns mounted by Gen. Bragg.

If this was his object he most signally failed, as Gen. Bragg, while he had only the fort, and one or two vessels to reply to, did not deem it necessary to open his most effective batteries. Should Col. Brown, on the arrival of the entire fleet, feel disposed to aid the vessels in forcing an entrance into Pensacola Bay, he will be likely to be greeted with storms of iron hail from powerful batteries, the existence of which he does not now even dream.

It was one thing for a powerful fleet to pass the two little forts at Port Royal, but it is quite another thing to run the blockade, which General Bragg has established at the entrance to Pensacola Bay, as the enemy will find to their cost should they make the experiment. The utmost confidence is expressed by the Confederate officers, and by all others who have had an opportunity of examining the defences, of the ability of our troops to resist any attack.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 12/61

My Dear Sir:

Will you be good enough to let me know what vessels are yet to come to me to form part of our contemplated expedition?

Nothing of the "Mystic" as yet. I want her badly to take the place of the "Valley City" off the Rappahannock, for this vessel's armament I want to modify if possible, and have made arrangements accordingly. Is the "Delaware" coming to me? I hope so.

Am I to have the ferry-boats now at Baltimore, and, if I am, when will either or both be ready? I sh^{d} be very glad to have their services, especially as I can arrange them readily for 9-in guns, which, of all others, I prefer to any thing of a less calibre. A few heavy rifles are all well enough, but, after all said and done, smooth-bores, as a very general thing, must be one's main reliance, and the bigger the better.

We have, I know, some smart work before us, and we must go at it as well prepared as we can be, and with no idea whatever of a failure.

In all, I believe there are some 25 Guns mounted on Roanoke Island, and some of them, at least, I am quite confident, are very imposing. Sôme 16 of these guns constitute one battery ôn the western side.

Are there now on board the Receiv^{g} vessels some spare men? When the crew of the Congress comes to be discharged (and I have promised it to them as soon as their a/cts arrive) about, I should think, 250 or 300 will be required for her. Bear this in mind if you please. I'll let you know, in time, when they ought to be sent here, and the number that will be required.

If the enemy should get wind of our intentions he may give us trouble enough to render a demonstration upon Norfolk itself desirable, in order to create a diversion, and thus prevent him from reinforcing Roanoke Island with thousands of men via the canal. We have got to move with great circumspection, so as to let nothing get wind, and so as to be able to dash right up for the Inlet. All my arrangements will be made accordingly. I dread Reporters more than I do the Devil himself! One of them came about me this morning, but he soon left me with a flea in his ear.

How about the cased vessels? I trust every thing is going on bravely. Tell Lenthall to keep a stiff upper-lip, and that his modesty is only excelled by his good sense and ability.

Just at this very moment my orderly reports to me that the "Delaware" has made her number.

If it be her *"sure enough"* I shall tell you officially by the next mail.

What, in the name of all patience, can keep the "Quaker City"! I want her to go off Wilmington, and also watch the three Inlets to the South^{d} of that place. She is just the vessel for the purpose.

I have dates from off Beaufort to the 7th inst. All well and safe.

Ever Yrs most Faithfully & Truly

Honble G. V. Fox
Asst Sec of Navy
Washg City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota—Decm 15/61

My Dear Sir:

Who, in the name of patience, is to command this ship if Van Brunt is taken away from her? And who, in my absence, is to fight the Merrimac, in case of her appearance? Is Wilkes too big a bug to remain where he is? I do most sincerely hope that you will not take Van Brunt from me, or, at any rate, not for some time to come.

Why not give Lockwood the "San Jacinto," if Wilkes must necessarily leave her? He is a much better fellow than is supposed by many, and, while under my command, did all his work entirely to my satisfaction. Let me tell you that you may go further and fare worse.

I suppose that in the midst of my operations I shall find myself thrown upon the shelf, and reduced to beggary, judging from what I perceive by the papers. With the exception of Foote, and, perhaps, Craven, there is not a Captain in the Navy as young in years as myself. Wilkes, who, by the 45 years rule, will be left at the head of the Active list, is at least 10 years older. We served together when young, and when I was a mere boy he was a grown up man. My date of warrant signifies nothing more than that, at the time it was given

to me, it was antedated to gratify a foolish notion of old Paul Hamilton, then Secty of the Navy, with whom, as a child, I was a favorite, and he was greatly attached to my Father, then Chf Clk of the Navy Dept. He wanted it to bear the date of our declaration of war with Great Britain and as I was born on the 18th day of February 1805, you may judge precisely how old I was at the time that declaration took place. I was not employed on any service whatever until 1816, nor did I ever receive a farthing of pay, in any form or shape whatever, before that time. I know, from association, the ages of pretty much every Captain in the Navy, within a year or two; and, what I tell you with regard to my own as compared with theirs, is certainly correct. My wife, in Washington, has possession of my Father's family Bible, giving the exact ages of all his children, and this, for all I care, the whole Senate may see. The rule the Senate has adopted is certainly a slashing one, and carries with it not only no discrimination, but sheer cruelty. I shall not say one word to oppose it, however, until after I am kicked adrift and consigned to poverty, nor shall I allow the probable fate that awaits me to interfere a solitary iota with my duty to my country, and the sacred cause in which it is now engaged. Go a-head I will, and then, if I can only achieve what I now confidently expect in the way of success, I shall feel that I can well afford in the face of mankind to lift up my coat-tails and let Congress indulge in its kick. I shall then be able at least to beg my bread, and not feel ashamed to do so.

With the present retired pay of a Captain, how can one with a family, and the habits of a long life he has acquired, get along? Between him of 45 years standing, and a Lieutenant comparatively of yesterday, there is made, I understand, but $300 a year difference. Be-

sides, no distinction is made between those who have served their country efficiently and without reproach, and such as have always been regarded as inefficient and worthless.

The Senate ought to have adopted the French rule for retiring, for that covers all difficulties, and is reasonable and just. When I say the French rule, I mean rather the French principle, with such modifications of the rule itself as expediency might suggest. Were I in Washington, I should endeavor to explain the subject so as to satisfy all of its propriety. It is, I know full well, not at all understood there. A mere smattering of it only has got wind in that atmosphere. It is quite a long story to be told in all its details, but it is, nevertheless, very interesting to those concerned in the organization of a Navy, or, at any rate, ought to be so. It displays great wisdom; guards as paramount to every other consideration the real efficiency of a Navy, and thus the public good; discriminates properly, by its connection with the system of promotion, between the meritorious and the undeserving; and, withal, renders justice to all. But, I take it, it is now too late to say anything, and that we must go by the board by *ad captandum* legislation, and to our graves with a big load of disgust in our bosoms. Well! so be it.

One of the two vessels you speak of as having purchased in New York—the Henry Brincker—arrived here yesterday. She needs many things to be done to her, but all these we ourselves will fix. What is the name of the other one, and when will she probably get here?

Yrs most truly

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 16th/61

My Dear Sir:

You may remember, perhaps, that, about some two months ago, a lot of requisitions were forwarded by me to the Department, with the request that the Bureaux might be directed to have them answered as early as practicable. They were, I know, distributed by the Department among the Bureaux, and the necessary directions were given in the premises; but, alas, those terribly slow coaches in New York have failed, in most instances, to comply with them. All the articles asked for were for *general service,* and to supply constant demands made here by the different vessels of the service. Among them were a number of light anchors and chains, for which there is, at this moment, a pressing demand. If the authorities in New York, or wherever else the orders went, have made up their minds to pay no more attention to instructions than they themselves choose; and, even in a time of war, to take things as leisurely as they please; I should be glad if they would publish the fact, so that I might at once cease to expect any thing from that quarter until the time for it to do good has entirely passed away, and thus resort to Baltimore, on all occasions, on my own hook, whence I can procure articles both for general and particular service in one twentieth part the time. Sad delays, it seems to me, occur at New York; and, from what I gather, the Navy Agent there is not at all prompt in doing his work *up brown.* Lenthall shd be called upon to give him a jog, altho' he may be cased over with a political armor, and

carry in his front a 9-in rifled gun. Put Lenthall at him about the anchors, chains, and the other et ceteras ordered by his bureau. Indeed, Lenthall, I think, had to order everything on the requisitions in view except ordnance matters, and these, I am proud to say, have been *Wisely* attended to.

In immense haste, Yours forever & sincerely
L. M. GOLDSBOROUGH

Honble G. V. Fox
Washington City, D.C.

[Pencil endorsement on back:]

Immediately on the receipt of Cap Goldsborough requisitions and letters, the Comdt of the New York Yard was requested to send if he had them, or purchase if not on hand, the anchs &c that were required. The orders to the Yard were Oct 14″ and Nov 9″. The Comdt of the New York Yard was requested to keep Flag Offr Goldsborough informed of when he might expect the articles to be received. All his requisitions have been immediately sent to New York and he was told to send them direct if he thought proper to do so.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship Minnesota
Hampton Roads, Decm 26th, 1861.

My Dear Sir:

I have *perfectly reliable* information derived from a man by the name of Jesse Ettridge, formerly Light-House Keeper on Boddies Island, and now, in truth, a thorough Union man in sentiment, altho' compelled to profess himself a regular Secessionist, who actually visited Roanoke Island nine days ago, and saw with his

own eyes what he communicates, concerning the doings of the enemy thereabouts. He went, day before yesterday, to Col. Hawkins, at Hatteras Inlet, and told him as follows:—

The enemy is fully aware of our contemplated attack, and he still is, and has been for the last three weeks, as busy as a beaver in strengthening the defences of the Island, and Croatan Sound. He has arranged his three forts on the Western side of the Island differently from what they were, and has made them a great deal more efficient in every respect. Besides, he has erected two other forts opposite on the main land, and a defence of several acres in area about the middle of Roanoke Island to retreat to in case of necessity. I have a drawing of all his present positions of defence, and a description of their character in general terms, made from the information afforded by Ettridge, and it shows, I fear, that Croatan Sound is now too formidably guarded to be forced by the slightly constructed vessels to compose our force. The only alternative therefore, as at present advised, will be to take the Island in reverse, by landing a strong body of men on its eastern side well covered by all the vessels whose draft of water will admit of a suitable approach. The expedition fitting out at Norfolk, and about which Genl Wool wrote to Genl McClellan, is, I have no doubt, not to attack Hatteras Inlet, but to take part in defending Roanoke, &c.

Now, my good sir, who is the infernal scoundrel that has blown our plans and intentions to the enemy? It must, I think, be some one in Washington; or else something must have been conveyed from Fortress Monroe by persons going to Norfolk via the flags of truce. These flags of truce have certainly become great nuisances, and are admitted on all hands to be very detri-

mental to our interests. They ought to be strictly regulated by a commission of officers and not left as they are, for now it is next to impossible to keep any thing to ourselves. It is more than probable that the enemy may have persons engaged to give information actually employed at Fort Monroe in some capacity by our government.

I am compelled to write you in haste.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Asst Secty of the Navy
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota, Decm 26/61

My Dear Sir:

I send you, herewith, a late Richmond paper. It contains appropriations for Naval purposes, &c.

By some late articles in Secession papers I perceive that the cry is unless they can get the assistance of England the game is essentially up with them. They hope and pray that England may go to war with us about the Trent affair. God forbid it, I say for one. We have load enough upon our shoulders for the present, nor are we at all in a condition to undertake that immensely powerful nation besides.

Yrs ever most Truly

Honble G. V. Fox
Washg City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Decm 26/61

My Dear Sir:

The "Hunchback," "Zouave," and "Dragon," have just reached here. The "Southfield," for some reason unexplained to me, was left behind. From what I gather, it strikes me that your orders, limiting the draft of water, have not been complied with; as, agreeably to Captn Woodhull's statement to me, each now draws about 7½ feet of water, and this without armament, provisions, stores, crew, &c, &c, on board, and without too, I suppose, much coal. Captn Woodhull is the individual employed by Mr. Morgan to bring vessels from New York to this place. He may possibly be mistaken, and I hope he is, altho' he told me that he had noticed the marks on the "Dragon" just as he was about starting in her from N. York, and found that she was then certainly drawing 7½ feet. This point however I will have determined immediately, and with accuracy. He is an old salt, and, I shd judge from the cut of his jib, not likely to be mistaken.

In great haste Yrs ever

L. M. GOLDSBOROUGH

Honble G. V. Fox
Washg City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota,"
Hampton Roads, Va.,
Decm 29th, 1861

My Dear Sir:

There surely must be a very great mistake about Burnside's state of preparation—"absolute readiness" —for two of his vessels which are to come here to me have not yet even arrived from Philadelphia. He, by a telegram, was to have visited me on the morning of the 27th; but, as yet, has not made his appearance. The vessels in question I am to arm, if they will suit. The President cannot possibly be more anxious for our expedition to be at work than myself, and God knows I am doing every thing in my power, night and day, to get it off. Vessels, necessarily, are sent to me from New York without the slightest preparation of any sort or kind for service—no guns, no men, no place for powder, none for shells, &c, &c, &c; all of which have to be arranged, and to fix them only for mounting the guns at all properly is a very different thing from what some suppose—involving a great deal of labor in some cases, and really a good deal in all, of carpenters, blacksmiths, &c, &c. The "Southfield" has not yet reached me, nor have the signals I required, and a good many other ordnance supplies.

I have already despatched to Hatteras Inlet the "Valley City," "Hetzel," and "Whitehead," after changing the armament of each and thus rendering them a vast deal more efficient. The "Louisiana," "Lockwood," and "Whitehall," will be off for there, weather permitting, to-morrow. We are driving up

the rest, I assure you, with an honest and hearty will. Condensers, several of them, still linger in New York, despite of every exertion on my part to get them forward; but now they will, I have no doubt, be here very soon.

Phelps, with his vessel, has not yet appeared. Where can he be? He is a host to me!

The Commodores Perry and Barney both still linger in Baltimore—not yet made their appearance in this quarter.

I have arranged all the signals for Burnside's force, as well as my own, so that one system will be common to all. It has cost me no small degree of labor, but it is finished, and I am ready to give Burnside his signal-books whenever we meet. Hazard will understand them, and must explain to his skippers their use for both day and night. My printing-press has been a perfect jewel to me in getting through with this tedious job, and, indeed, in many other respects.

A war with England at this time, situated as we are, would be simply a national suicide. Better, for the ultimate success of the great duty we have before us, to give up ten thousand such concerns as Slidell and Mason than to bring England down upon us at such a crisis. The load we already have on our shoulders is quite enough for our means, especially our dollars, for they, at the rate we have been going on, must, I fear, begin to grow scarce ere long.

Genl Wool has kindly consented to let me have one company of the Naval Brigade to assist in manning my Hatteras force. The men, you know, are all web-footed, and will answer my purposes well, particularly, as I have every reason to believe, they are both willing and anxious to serve. It will take the whole of a company to man the six launches.

Could you not induce Genl McClellan to send a regiment of soldiers to Genl Wool, and transfer all these tars over to us? They would be a great acquisition to our Navy, and a part of them could go to the "Congress" at once, and thus relieve us forthwith of our difficulty in that direction. As far as I can gather, the men would greatly prefer to serve on board ship in the Navy, than on shore in the Army. Genl Wool would be unwilling to spare them as a body unless others of equal worth were given him in their stead. This I know, for I have already sounded him on the subject. They are now among his best artillerists, and, in truth, pretty much his only ones. If this cannot be done, or else men sent us from our Receiving Ships, we shall, it is very clear to my mind, be compelled to leave the "Congress," with only about a third of a crew on board, until hands can be got from some quarter or other. If you can possibly send me men for her I beg you will do so. I am already compelled to take from the Roanoke 120 of her crew to man our vessels for Hatteras. Many of them, you know, come to me without any crews at all except Engineers.

Yrs most Faithfully & Truly

M. L. GOLDSBOROUGH

CORRESPONDENCE BETWEEN G. V. FOX AND L. M. GOLDSBOROUGH JANUARY 23 TO JUNE 16 1862

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Hatteras Inlet. January 23d. 1862.

My Dear Sir:

Between ourselves, the Army branch of our Expedition, I regret exceedingly to say, finds itself sadly embarrassed owing to a draft of too much water, generally on the part of its vessels; the total loss of several of them already; the non-arrival, even up to this day, of any of its Tugs from Hampton Roads, or of any of the fresh water engaged to be furnished from Baltimore; &c., &c. Every thing however that mortal men can accomplish is being done by its Generals to surmount difficulties, & bring about the results expected at home. I scarcely need add that I give every aid in my power. Yesterday, an unusually high tide occurred, which was seized with avidity, & several of their vessels were gotten over the bulkhead. To-day, it is blowing a furious North Easter, and more destruction of their property, I fear, will take place. Until the gale abates, nothing more than to take care of ourselves can be done. This is the second severe North-Easter that we have encountered since our arrival here.

All our own Naval vessels which have arrived here, as I have written to the Department officially to-day, are safely over the bulkhead & have been so for several days. They are 17 in number, & with this vessel, which I keep inside purposely for obvious reasons, I can go

over at any moment. As she is not fit to take into fight, I shall, at the proper time, shift my flag on board one of the others—probably the "Southfield"; using the "Philadelphia" to carry along extra stores of ordnance, provisions, &c. I have offered Genl. Burnside to take several thousand of his men on board my vessels, if, upon further efforts, he finds that he cannot possibly get enough of his own over to answer his purpose. Fortunately, my vessels make a great deal more fresh water than we need for ourselves, and I have told the General that every extra gallon we can make is at his service.

I urged strongly two days ago that we should move, by to-morrow morning, in the best way we could, upon Roanoke Island—Genl. Burnside cheerfully assented to the proposition, but this terrific gale must necessarily throw us back, & I fear for at least several days, as its violence must occasion serious disasters.

My officers & men, thus far, have done their work gloriously, & are panting to be at the enemy. Had the Army been at all ready, we should have had Roanoke Island in our possession, I think, several days ago, & been on our way elsewhere by this time. It was a very hard job to get the "Stars & Stripes" over the Bulk-head, drawing as she did, 8 feet & 2 inches, but our boys would not be foiled, & so they slewed her round stern foremost, & while she worked her propeller as hard as she could & thus gouged out a channel for herself, a small steamer on either side dragged her along inch by inch. She & the "Southfield" gave us the most trouble, & both stuck, despite all our exertions, for a day or two. Both of course worked up a good deal of sand into their engines & had to re-pack their pistons &c. after getting over.

I have to write you hurriedly, & in the very midst of

a devil of a blow, not knowing at what moment we may break adrift. Steam, however, is a capital sheet-anchor.

I well know, my dear Sir, how anxious the Department is for good results, & that the eyes of the whole nation are upon us, but no mortal man can command circumstances. Saving the non-arrival of the Perry & Barney, not a solitary thing up to this time has gone contrary to my expectations so far as my branch of the joint expedition is concerned. Indeed, they have been rather surpassed than otherwise.

With my official letter, I send a list of our vessels over the bulkhead, showing the names of their commanders & the character of their armament. Will you do me the favor to let Harwood take a copy of it, as he wished me to inform his Bureau precisely how each vessel was armed? Rowan, under me, has the immediate command of our division, which is divided into three columns, headed, respectively, by Worden, Murray, & Davenport. It is not improbable, *I think,* that my signals will have to apply on occasions at least, to both divisions; but, of course, I shall do nothing in the world to interfere with Genl. Burnside without his full consent. He is a good fellow, every inch of him; but, undoubtedly, there have been some very grave mistakes made with regard to his branch of the concern, & this admits of no manner of question.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City. D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Pamlico Sound. Jany 30th. 1862

My Dear Sir:

Here we are still, & so kept by the Army branch of the Expedition; but, since I last wrote you, they have succeeded, *with our constant assistance,* in getting a large number of their vessels over the bulkhead. To do this however many of them had to be lightened of every thing—no small job, in such a place as this, I assure you —&, of course, reloaded again. Amidst other troubles, they got very short of water, and, had it not been for our condensers, their men would have suffered greatly. These condensers are those which I got from New York for each one of my vessels, & the American pattern works admirably. The English pattern also affords excellent water; but, as compared with the other, it is costly & cumbrous, & does not yield so much. Both kinds I have had to keep going day & night, in order to relieve the absolute wants of the Army.

In a day or two more, the Generals assure me they will certainly be ready to start for Roanoke Island. I hope so, God knows! If the enemy has taken advantage of this terrible delay, he may give us a vast deal more trouble than we should have had otherwise, & cost us many more lives. *Nous verrons!* I am still sanguine of success. I need not say to you that my plan of attack is fully arranged. My bullies will all show their metal, depend upon it. They will do their duty thoroughly & handsomely, I have no manner of doubt. We, of the Navy, have been exceedingly fortunate, not only in

getting our frail vessels here at this boisterous season of the year, but in getting them promptly over the bulkheads afterwards, & in full readiness for immediate operations. For the last 10 days though we have been kept hanging by the eyelids owing to the difficulties attending the other branch of the expedition—its malarrangements.

In case of another joint expedition, every thing concerning *all* the vessels should be arranged exclusively by the Navy, & kept under Naval control. *Duality,* I assure you, will not answer, & were you here to witness things with your own eyes you would not differ with me in opinion. But, I fear, we are to have still further trouble with these Army vessels of large draft after leaving this, & hence my great desire to have sent to me, at the earliest moment, all the small gun-boats that can be got ready drawing not more than 7½ feet water, & especially those with a rudder at each end. I mean, of course, the regular gun-boats we are getting up, or have already got up. I have good officers here to put in command of them if necessary—such fellows as Murray, Jeffers, McCook, &c., &c. The vessels now commanded by them I can give to outsiders.

This is to go by a steamer dispatched by the Army for Hampton Roads, & by her I send an official communication.

We are all in excellent health, and there is no flagging of spirits.

It would do you good to see my paste-board fleet, and the willingness manifested from one end to the other for a fight. Good order and discipline prevail throughout. Every vessel has on board 60 days provisions & as much coal as can be carried; & besides, each one is well supplied with water, ordnance, stores, &c. &c. &c. Nothing in short is wanting but to be able to make a

move at the enemy, & this we cannot do until the Army is ready.

Believe me, as ever, yours

Most Truly & Sincerely

Honble. G. V. Fox, L. M. GOLDSBOROUGH

Washington City. D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island. Feby 9th 1862.

My Dear Sir:

I am happy to say that thus far we have been eminently successful, as you will perceive by my official report of to-day. The rebels in the principal fort opposed to us fought like tigers, & caused us to expend a great deal of ammunition. We are now *very short* of it, & cannot possibly make another dash (which we ought to do at the earliest possible moment) until we are supplied. A requisition, in duplicate, for all that we want, goes off to Harwood by the same vessel that will convey this letter from here. There can not be a tenth part of what we want at Fort Monroe, and, therefore, I hope the Department will send it to us from New York, Philadelphia, Boston, or any other place or places where it may be on hand; and it ought to be sent to us by steamers. Do for gracious sake, I implore you, hurry up the cakes.

The "Curlew," commanded by T. T. Hunter, was so badly hurt by our shells that she had to take shelter under a Fort opposite to the Island; &, on our vessels bursting through the obstruction of sunken vessels & piles, & turning their heads towards her, she was set

fire to by, I suppose, Hunter's orders; &, in a little while afterwards, the fort also was in flames, & burnt, no doubt, by the authority of its commanding officer. This fort was on Redstone Point, was called Fort Forrest, & mounted, as I am informed, eight heavy guns, with two of them rifled. At the time the Curlew made off; or perhaps a little while afterwards the rest of the rebel steamers consulted their safety in flight. Their movement however was in the night. Since they left here, a deserter from one of them has come to us, & assured us that all seven of them were lying at Elizabeth City, & that all were out of both ammunition & coal. Whereupon I despatched Rowan forthwith to go there & bag them all if possible. He took with him 13 steamers in all. I also gave him orders to blow up the section of the Albemarle & Chesapeake Canal, about which you & I frequently talked in Washington, if practicable.

My impression is that Lynch will *Hunterize* his vessels rather than let them fall into our hands. It is of but little consequence so long as they are destroyed. A Gun-boat is on the stocks at Elizabeth City, & I told Rowan to burn her if he could. He is still away, but I expect him back by sometime to-morrow night.

We hear on all hands that the greatest alarm exists among the rebels. Genl H. A. Wise, I am told, tried to get over from Nag's Head last Saturday, during the fight, but, unfortunately was taken ill about midway, & had to return. Had he reached here, he would, in all probability, have had the melancholy satisfaction to witness the death of his son, O. Jennings Wise, who died here this morning of the four wounds he received, yesterday, at the head of his troops. He did not seem to be aware that his wounds were mortal, for he requested Genl. Burnside to grant him a parole. Poor

fellow! He has obtained one not to be cancelled on earth. Burnside, under the impression that it is the wish of the President, advocates sending all the prisoners to New York. For my own part, I doubt the expediency of the step, but shall interpose no objection. It will take a big bag to hold three thousand of them, & another big bag of dollars to support them all afterwards. Some are from Louisiana, some from Georgia, some from Virginia, & the rest from North Carolina. Many are badly clothed.

Depend upon it that the blow we have given here will tell terribly. Of the six forts, two of them were really fine works, & thoroughly provided in every respect. You can scarcely believe how well they were constructed. Loyall, late a Lieut. in our Navy, & lately released by us, was in one of them—the one, by the way, that fired most at us of the Navy. He is now again a prisoner. Among other things, they were provided amply with bomb-proofs, & in these the rebels constantly resorted for shelter against our shells & projectiles. Each of the two forts in view occupied from 3 to 4 acres of ground—rather more than less—& Genl. Foster, who you know is an Engineer, says to me that he should be proud to have constructed works so complete & masterly in all their arrangements. All the guns in all the forts & batteries, were Navy 32 pdrs. of 57 cwt, & of 63 cwt, the latter being rifled, & having a wrought iron band of broad dimensions shrunk on at the after part, so as to make them resemble the Parrott rifled gun. Being of 6.4 inches calibre, the projectiles they threw could not have weighed much, if anything, less than 100 pds. each, when of a solid character. The enemy took care to spike all their guns.

Nothing could exceed the gallantry of my officers & men. A truer devotion to a cause & flag never was ex-

hibited by any body of men. I shall speak of them & the casualties more particularly hereafter, when I come to get returns in detail. Our loss in the fleet, so far as I know at present, is but one officer killed, one mortally wounded, & two slightly wounded; & of the men, but two killed & ten wounded. The Army had from 30 to 40 killed, & from 50 to 60 wounded. The loss of the enemy it is impossible to ascertain at present, for their killed & wounded are scattered over a good deal of ground. I gave the Army our launches (6 in number, & those you sent me from Washington) to cover their landing, & to use the howitzers afterwards on shore, all of which was done. The command of these boats I gave to Midshipman Porter, formerly of the Roanoke Frigate. He had three of his men killed & five wounded, & behaved himself, as the Genls. assure me, gloriously. They all tell me that he has fairly won his epaulettes, but what I say to you now in this private letter, on such matters, I wish you to keep guarded for obvious reasons, for I must not speak publicly of one without mentioning others equally entitled perhaps to praise. He is a fine noble lad beyond all doubt, & had associated with him another of kindred spirit—a Master's mate by the name, I think, of Hammond. I have to write you this scrawl in the midst of incessant interruptions, & so you must excuse order & coherency, & let the occasion override such considerations. I dash it off only for your own gratification, & not to be made use of otherwise. I shall pause here until I hear from Rowan.

Feby. 10th. 10 o'clock at night. Just this moment received a despatch from Rowan. He has taken or destroyed Lynch's whole force, as I anticipated he would do; destroyed the Battery protecting Elizabeth City; &, in fact, taken the city itself, as all its inhabi-

tants have succumbed to him. The Gun-boat on the stocks was burned by the people of the place themselves. But one of Lynch's vessels is in a condition to be added to our force, & her name is the Ellis. The rest were too completely knocked to pieces during the engagement & afterwards. Now, my good & worthy friend, considering that it is only three days ago since we first commenced hammering, I hope our efforts will afford gratification & fully answer expectation. Send me more ammunition & you shall soon hear of something more from me of the same sort. If the link of the Canal can be destroyed at once it shall be done.

I send you, herewith, a duplicate copy of the requisition sent to Harwood, for fear that the one sent to him might miscarry. The "Stars & Stripes" will convey my despatches & this letter. She is to return to me from Hampton Roads immediately, with all the ammunition she can get of the kind we need. I also send you a sketch shewing doings at Roanoke Island. It is perfectly correct.

In great haste Yours most Truly & Faithfully
L. M. GOLDSBOROUGH.

Honble. G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island, Feby. 20th 1862

My Dear Fox:

I hope that we have done & are doing all the Dept. expected of us up to this time. You will perceive by my official letter of to-day that I have now two expeditions absent:—one to destroy the two bridges of the "Seaboard & Roanoke Rail-Road" crossing the Blackwater & Nottoway Rivers; & the other to destroy some large Salt-

works up Currituck Sound, & about 40 miles North of this.

We shall, I apprehend, have the Devil's own work in the Neuse River, for we now have reliable accounts of a Fort of 50 guns there, backed by no less than 30 000 men and besides this big fort, there are several others mounting from 6 to 10 or 12 guns each. Most too strong for us as all think! At present, we think of trying Washington first, which, as you know, is an important place, & lies up the Pamlico River. It, too, is so well defended that we shall have to turn the batteries —cannot possibly, with our paste-board craft, reduce them by a square stand-up process of battering. But there is no telling how the cat will jump until we try her agility. My officers & men will shrink from nothing they are ordered to undertake. At Washington, & also at Newberne, the obstructions in the river are very formidable, & admirably placed. They consist of a double row of piles thoroughly well driven by steam, and sunken vessels. The rows are at right angles to the shore & parallel with each other. One stretches all the way from the right bank nearly over to the left, & the other all the way from the left bank nearly over to the right, & there is a battery of considerable force on either bank between them; so that attacking vessels must first go bows on to one, & then, after passing it, be raked aft by one & forward by the other at the same time. Thus:—

[Drawing follows here in the original.—Eds.]

the coarser dots show the two rows of obstructions; B, B, the batteries; and the finer dots the way vessels will have to proceed. The openings in the obstructions are purposely left to admit the ingress & egress of their own vessels. The only alternative that I can perceive is

to land in force on one side of the river & take the battery on that side in reverse. Burnside & his Generals are sanguine of success in such an undertaking. We, at the same time, can cover the landing of their men & shell the fort nearest to us. Success will mainly depend upon the number of troops in opposition. If they can be driven with the number we can land, all may go right; otherwise things cannot work to our advantage.

Burning the bridges mentioned above, will produce a terrible effect upon the enemy, & the loss of his Salt-works he will feel most sorely. Salt, I am told, is now $6 a bushel, & the people of the shore all say that without salt they can cure no fish or flesh, & will have scarcely any thing to depend upon for support.

There are, certainly, a great many Union men in North Carolina. If we had 50 000 men here, & a hundred thousand stand of arms to place in the hands of the Union people of North Carolina, we could carry the whole State like bricks, & Virginia besides. Norfolk is already shivering from mere fear of being captured by our expedition, small, comparatively, as it is.

Believe me very sincerely Yrs

To Honble G. V. Fox
Asst. Secy of the Navy
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Steamer Philadelphia
Off Roanoke Island. Feby 23d 1862

My Dear Fox:

In my official report, I stated that the number of prisoners captured here was 3 000. I derived my information from the Generals, but it now seems that

what they told me was rather an estimate predicated upon regiments than anything more accurate. The real number was 2488, to which may be added 45 in all of Naval prisoners, making an aggregate of 2533. I am sorry that I should have overstated the number, but the fact is the Generals told me, over & over again, before I penned my letter, that it would rather exceed than fall short of what I said. They, however, as I now find out, spoke upon the hypothesis of companies & regiments supposing each of the former to be composed of 100 men, & the latter of a 1 000. If I had qualified my statement with the adjective *about,* as I ought, & perhaps intended, to have done, I should feel better satisfied. It was several days after the fight before all of them were gathered from strolling about the woods. Enough were taken however to occasion a great deal of anxiety & trouble as to their disposition & to make good with a considerable surplus our losses in the same way at Bull Run.

We hear, through the enemy's papers, of the capture of Fort Donelson, 3 Generals, & a large number of men besides. This must be the most fatal blow yet given to the rebellion. I think that in the course of ten days, from the 6th to the 16th of February, as much has been accomplished by our arms as any reasonable man could have expected. Norfolk ought to be taken forthwith, & the Navy Yard there totally destroyed. It can be done, either by starting a large force from here, or the neighborhood of Cape Henry which is better, & taking all its defences in reverse. Manassas however must be closely watched, for from there they will pounce upon Washington in their desperation if they can only get half a chance to do so with a prospect of success. The loss of Norfolk & Savannah now would be giving the *coup de grâce.* I am sorry that the iron clad vessels

hung so in the Senate. There must have been some bad feeling against the Dept., but it is now, I hope, wiped out, or collapsed as you would say. I hope the Dept. will be able to send the Ericsson soon to Hampton Roads to grapple with the Merrimac & lay her out as cold as a wedge. She, & another like her, would do the work well. What has become of the hundred thousand dollar blowing-up man? Has his scheme collapsed? or is the water too cold?

The "Stars & Stripes" has reached the Inlet, but not here as yet. I look for her hourly. Dahlgren sent us no powder by the "Baltimore," nor were any of the shells she brought filled. Without that material, we can do nothing of any consequence—our present supply is too short. The firing of our heavy guns on board of our frail vessels is making their very timbers yawn, & then leak more & more. Even the tree-nails refuse to hold on in the planking. Do send me some things more substantial as early as possible—a lot of the new gunboats if you can. The boilers of most of my vessels are, indeed, frightfully bad, & cannot possibly last for a little while longer. You can scarcely form an idea of how worthless they are—entirely beyond repair.

The Spaulding takes this to Hampton Roads. Best regards to Harwood, Wise, & all friends about you.

Most Truly & Sincerely Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Washington City, D. C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Steamer Philadelphia
Off Roanoke Island. March 1st 1862.

My Dear Sir:

I have been thinking a great deal of late of an attack upon Norfolk from this quarter, and the more I think of it the more I am persuaded that it can be done successfully, & therefore, ought to be undertaken without delay. At one moment, I entertained the idea that, for the sake of convenience & expedition, additional troops to those we now have here might, perhaps, be landed about Cape Henry, & thence march to Norfolk in conjunction with our present force—the meeting to take place at or about Kempsville; but, further reflection, has satisfied my mind that this Island of Roanoke is a much better base of operations, especially as there is a good road all the way from Powell's point (which is at the fork of Albemarle & Currituck Sounds); as supplies can readily be conveyed by water in suitable vessels; and as Oregon Inlet, by a recent examination, affords abundant water to be used, as by far the most convenient place, for forwarding additional forces with their supplies. This Inlet, as you are aware, avoids Cape Hatteras, & is but about 70 miles from Hampton Roads. Any steamer not drawing over 10 feet (8 certainly) can get into it at almost any time, (so say the Pilots to Burnside) & the harbor it affords is excellent, & large enough for about 40 vessels of moderate size. From the Inlet to Roanoke Island is only an hour's run

at most; & small steamers, like the "Alice Price," &c., drawing, when loaded, not more than 4¾ feet, can go backwards & forwards at all times, & thus very readily bring troops, &c., from the Inlet to the Island. Over the bulkhead at the Inlet a depth of not more than 5 feet is, at present, to be found; but it is quite probable that vessels running over it frequently would increase the depth, perhaps a foot, in the channel-way. There is water enough however, as things stand, for all our purposes.

40,000 men in addition to those now hereabouts, would, I feel very confident, do the work in fine style, & in a very short while from the moment of starting. To approach Norfolk from here would, you must bear in mind, be to take all its present defences in reverse; & to take it, would be the true & effective way of turning *Manassas*. Richmond, of course, would go to the devil at once, & as another consequence, both Virginia & North Carolina would sue for mercy. No delay that can be avoided should occur in this matter. The starch of the rebels is already very thin, & the season of the year is eminently propitious for the work. That dock-yard at Norfolk is an infernally sore thing to us, & have it we must!!

I am quite aware that to destroy one of the several bridges of the Wilmington & Waldon R.R., & so to command the place afterwards as to cut off all communications by this road, would be a very short-handed process of bringing about a collapse; but this, I think, with our present means, is belling the cat! However, even this can be done, if preferred, with the additional force I suggest, & various other things besides too obvious to mention!

Suppose you have a conversation with Genl. McClellan on these subjects. He may see them in a

different & better light than I do; but, as at present advised, I am just as confident that success would ensue as any one can be in a case of prediction. At the same time that our forces would move from here, a feint about the Nansemond towards Suffolk might be made to advantage. This could be done from Old Point & Newport News.

For an Army of 50,000 men—no better base of operations than Roanoke Island affords, need be required.

Between ourselves, a party has been despatched (secret of course) to burn the Rail-Road bridge over the Trent River at New Bern, & another to burn a bridge at Washington. This done, those places will be comparatively at our mercy, & Beaufort will have been given a very black eye. We have thought it best to keep ourselves quiet here, so as not to occasion any increase of vigilance on the part of the enemy, until the bridges in view shall have been destroyed. A column of our Naval force however is kept threatening every thing along Albemarle Sound, & another guarding our intercourse, & protecting our supplies in transition, between this & Hatteras Inlet. The third column I keep here to move as occasion may require. The burning parties, thoroughly fixed, land abreast of Brant Island, to which place they are conveyed by the Delaware & put adrift, each in a proper boat, at night. For the burning of the bridge at New Bern $15,000, & for that at Washington $4,000, are to be paid. These sums are nothing compared with the results that will be secured. Burnside is very confident, from the character of the Agents &c., that both bridges will be found in flames very soon. Perhaps, by a similar process, the bridge of the Waldon R. R. over the upper Neuse, near Goldsboro, may be destroyed—*Nous verrons!*

I write you in great haste, as I wish this to go to the

Inlet & thence North, by an empty coal vessel, with sails up & a fair wind, waiting for it.

Yrs. most Sincerely & Truly

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Minnesota. March 16th 1862.

My dear Sir:

At this moment, the only vessels off Wilmington, are the "Jamestown" & "Fernandina"; &, in view of the number of vessels leaving England to run the blockade, I do not feel that it is at all sufficiently guarded. In effect, there are two ports to be protected at Wilmington, distant some 40 miles apart & on opposite sides of the Cape, owing to the fact that the place has two entrances, each available for merchant vessels in point of depth of water. If I could, I would have at least two steamers off each entrance. Sailing vessels offer scarcely any opposition to steamers thereabouts. From what I gather, it will still be several weeks before the "Monticello" can be got ready for sea. The "Albatross" I look for very soon, & I can afford to spare her from here to go there. But I must hold on to the "San Jacinto," "Dacotah," and "Chippewa" to meet the "Merrimac" & her consorts when they next appear. On a careful scrutiny of the "Monitor," it will not do, in my judgment, to count too largely on her prowess. She is scarcely enough for the "Merrimac." It should be remembered that the latter was injured when the "Monitor" engaged her—had been injured the day before in her exploits both in her beak & otherwise. The

"Merrimac's" mere weight, with a velocity of say even 5 knots, would, I fear, be too much for the "Monitor" to withstand in case she should be able to deliver such a blow. Jeffers is well upon his guard, & will not, if he can possibly help it, allow her to strike him. Our wooden vessels at best can, as you know, do but little more than engage the Jamestown, Yorktown, &c. Against the "Merrimac" herself they can make little or no impression, & to have them sunk by her would be another sad affair. Would to God we had another iron clad vessel on hand! Cannot something more be done to hurry up the Mystic, or whatever her name may be? If you can dispatch any steamers to go off Wilmington I beg that you will do so without a moment's delay. Sailing vessels, I repeat, are of little or no use. I have no faith in them for blockading purposes against steamers, any more than I have for wooden vessel against iron clad. Should the "Merrimac," despite of the combined efforts of our vessels & the Forts, succeed in getting out into the Chesapeake Bay, I well know the consternation that will be produced, & the havoc she may create. It strikes me however, arranged as she is, that she would hardly venture to go to sea & encounter a gale of wind. My determination is to act as strongly on the defensive as possible, & to incur no avoidable risk on the part of the "Monitor" beyond expending her energies carefully & guardedly against the "Merrimac" when the time arrives. I have carefully investigated the expediency of sinking vessels in the channels —way off Sewall's point with the view of so preventing the "Merrimac" from again coming out, but, to my mind, situated as we now are, the thing is wholly impracticable, &, if you had all the facts of the case before you, I do not think that you would differ from me in

opinion. The risk to the "Monitor" would be too great at present—far too great I think.

I have to write you hurriedly.

Very truly & faithfully Yrs

Honble G. V. Fox L. M. GOLDSBOROUGH.

Washington City, D.C.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Unofficial

Navy Department
March 17, 1862

Dear Commodore,

Every available vessel we have will be ordered to report to you, to assist in the Army movement which is to take place immediately from Hampton Roads. I have chartered the Illinois and Arago to report to you to be used as rams. Sand bags will go by the Arago to protect their boilers. We telegraphed for you to keep the San. Jacinto. The Wachusett sailed the 12th from Boston, and three gun-boats, two I think went to Beaufort. I will also send what boats are heavily armed, from the Potomac. If a hawser could be trailed near the Merrimac's stern, it would be sucked in and disable her, but these are all bell and cat ideas.

Yours in haste

G. V. Fox

P.S. Please consult with Col. Woodbury of the Engineers who is now at Old Point Comfort.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department,
March 24, 1862

Flag Officer L. M. Goldsborough
My dear Sir

Gen'l Barnard has informed you of the plan of operations and the desire the Army has to have you strike a blow for them. I told the President that it must be left entirely to your judgment bearing in mind that your first duty was to take care of the Merrimac. He agrees to that, at the same time I don't like to have the Army say that the Navy could not help them, so we are ordering everything we can raise to report to you. The Sebago and Marantanza, (similar to the Octorara) will probably be in line, so will the Galena, iron clad vessel and you can probably bring back some of the North Carolina fleet, though they amount to very little. The Pawnee is ordered up from Du Pont's squadron. The St. Lawrence was ordered into the Potomac, in my absence, you can make what use you wish of her. Please send back the yard boats, and Potomac flotilla craft as fast as you can as they are much required here. If Burnside gets to Beaufort and the Nashville is destroyed, I fancy one sailing vessel will be enough off that port, so altogether you will have considerable of a force such as they are, before the army, is ready. If it is not enough I will take care to explain it, but if you can, I should like to see you knock down the town for them, they consider it as saving several months in the campaign. We want the Octorara to go South after this matter and the Merrimac is decided. The Propeller and Mail she has, better go by the Rhode Island.

We will send you the Maratanza and Sebago, probably without Commanders, or at least one of them, and you must give them to your best men, keeping in view seniority if it possesses *merit,* not without! The President has sent you the Vanderbilt, are you in want of any more for rams? They charge $3000 per day, for those sound boats. The Roanoke is to be iron-clad. Can't you spare Stimers? We want him here for one of the board in iron-clad vessels. We shall have a dozen Monitors improved and carrying two 15 in. guns. Is Buchanan dead? I think the Merrimac is shifting her battery. Has she been in the Dock? Could one of these Potomac fishing nets be sunk across the Channel? Prize money for fleet captains is fixed as agreed upon when you were here.

Most truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota." March 25th 1862

My Dear Sir:

I am excessively annoyed at the escape of the Nashville, & well know the great cry it will occasion, & the intense vexation it will cause the Department. Neither of the gun-boats—the two—about which you spoke to me as having ordered off Beaufort, had arrived there even up to the departure of the Cambridge; &, for fear of this very thing, immediately on my arrival here, I took measures to despatch, at the earliest moment possible, the "Chippewa," "Albatross," & "State of Georgia," all of which are now there, but all arrived too late. I shall send the "Monticello" off Wilmington

the moment she is ready, which, by a note to-day from Baltimore, will be by next Thursday; & I am this moment hurrying up the "Cambridge" to be off again, although her condition, I fear, is any thing but what it ought to be. Still, she shall go off Wilmington if possible.

The Bark "Glenn," which was fitted out at Beaufort as a privateer, was destroyed by fire two days ago, as Commander Armstrong informs me by the Cambridge. The enemy himself burnt her. This looks as though we were nearly in possession of Beaufort. I sent orders by the Albatross, that, in case of the fall of Beaufort, all the vessels that could be spared from that place should go immediately off Wilmington & blockade it rigorously & vigorously. As things look to me, we must have Beaufort in a very little while. If, indeed, we have not got it already. Perhaps a belief of the sort induced the Nashville to fly at all hazards.

Most Faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Washington City, D.C.

[L. M. GOLDSBOROUGH TO G. V. FOX]

"Minnesota." March 25th 1862

My Dear Sir:

I have anticipated the wishes of the Govmt. with regard to aiding the Army. Give yourself no concern upon the subject. My plans are all matured. I have only one yard boat here—the "Baltimore." She I cannot *possibly* spare. I have a special & *intensely* important service for her to perform on the appearance of the Merrimac. Tell Wise this if you please, &

direct him to get our Ordnance stuff now ready at the Yard, to us without waiting for me to send for it. Say this to him in reply to his telegram just recv[d]. I *must* have that Ordnance stuff, & *he must* get it to me *nolens volens*. I can't send for it. The Potomac craft I do, & shall continue to send back to convey &c. Alas! Alas!! The "Nashville" has escaped. It is terrible. I send the official report to the Secty by the mail of to-day. I *cannot* spare Stimers until after the affair of the Merrimac comes off. Do not, I beg of you, insist upon taking him from me. I know how much he is wanted in Washington, but I know too that he is still more wanted here. He is a trump of the very first water for assisting the "Monitor" in fighting the "Merrimac."

Reports kill Buchanan, but, as yet, I have recv[d] no positive information upon the subject. A contraband from Norfolk, who left there only yesterday, told me, within the last ten minutes, that he is certainly dead. He says too that the Merrimac had to go into dock, but that she will attack us again some day this week. Fishing nets, I think, could not be applied so as to amount to much.

I am greatly in want of Pilots for the York river & its immediate vicinity, & am stirring Heaven & Earth to get them. The scoundrels about Baltimore dislike to serve. If you shd happen to know or hear of any about Washington, or elsewhere, send them to me. I am compelled to write you in haste.

Most Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department,
March 27, 1862

Flag Officer L. M. Goldsborough,
My dear Sir

I have yours about the Nashville. It is a terrible blow to our naval prestige, and will place us all very nearly in the position we were before our victories. The Secretary wishes to order the Albatross to the Gulf or else take Prentiss out of the vessel. For two weeks he tried to get him to sea, but could not. He told Lenthall he would not go until he had everything he wanted, if he did, he would come right back, finally he wanted to turn his vessel into a ram. He better go south —can you spare him?

You recollect Armstrong said that at daylight he discovered the Nashville at anchor 3 miles inside of him. This is not blockade. You can have *no* idea of the feeling here. It is a Bull Run to the Navy.

Yours most truly,

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 16th 1862.

My Dear Sir:

I have now reason to believe that there is no longer any difficulty on the subject to which yr private note, just recvd, alludes. McClellan himself was on board

with Missroon during the firing of the "Sebago," with her 100-pr. Parrott, upon the enemy at Gloucester Point, & was much pleased with it. This firing took place yesterday. McClellan, in a telegram to the Secty of War speaks of it; but, besides this, I hear from one of our pilots who was present at the firing, & saw the damage done, of the General's satisfaction.

Yrs Most Faithfully

Honble G. V. Fox L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private

Navy Department
April 19, 1862.

Flag Officer L. M. Goldsborough
Comd'g N. A. B. Sqdr'n

Dear Commodore

I have your two notes. I am glad Missroon is more in accord with the General. He is one of our best officers. The Navy is suffering severely from the condition of things at Hampton Roads. The great public not understanding why *we* cannot take Yorktown. The feeling here is that McClellan has put himself into a very tight place, and that a rush past the batteries at Yorktown only can relieve him, or very greatly assist him. The President sends daily [Two lines completely faded.—EDS.] John R. was here to take her. The best officers seem to wish this class of vessels, and we will try and work him into one. Upon the arrival of the Galena I presume from the anxiety the Gen expresses to me that he would like to have her above Yorktown. Some of our brave fellows will have to go with

you, but I do not feel very great anxiety. A passage at night, under full steam, across the line of fire, has been demonstrated by this war to be easy of accomplishment.

Most truly

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U.S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 20th 1862

My Dear Sir:

The more I think of it, the more I now feel satisfied that the St Lawrence & Sabine can easily be prepared with a number of 100-pdr Parrotts each (the more the better) & made very effective against Yorktown. Nothing tho' but 100 pdr will answer. The cutting them down is but a small job. Upper works are the only ones to be cut in order to give room & range.

In great haste as the mail is just off.

Yr ever

Honble G. V. Fox L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota"
Hampton Roads, Va., April 20th 1862.

My Dear Sir:

I wish to say to you that, even as yet, I have not ordered the Court of Inquiry directed by the Dept with

regard to the entrance & exit of the "Nashville" at Beaufort, because it has been, & still is, impracticable to do so, owing to the fact that the vessels & witnesses are separated, one being off Beaufort & the other off Wilmington. At the earliest moment possible however, I will attend to the matter. It shall not be neglected. The "Nashville" it seems went direct to Nassau, was there sold, & is now under English colors. She is now called the "Thomas L. Wragg," & is no doubt engaged in conveying contraband articles to the enemy from Nassau & thereabouts. Even this is better than cruising as a privateer. I can not perceive how either the St Lawrence or Sabine can be employed to advantage either here or before Yorktown, as they now are.

If Franklin succeeds, by his movement up the Severn, (which, by the way ought, I think, to have been made long ago, & I strongly urged it upon McClellan) then it will be practicable to run past the fort at Yorktown & take it in flank. The enemy has made himself, according to the accounts I receive, very powerful at both forts, & each commands the other at a short range. If the Galena is sufficiently plated, she, doubtless, can run past both of them without incurring serious injury; but, as yet, I know nothing of her.

The 100-pdr Parrott is the great gun of the day. It does terrible execution. The more we can have of them on board ship for Yorktown the better. If the St Lawrence & Sabine had some of those guns on board—say half a dozen each—& were cut down temporarily in their upper works so as to use them at long ranges, then I should urge that both of those vessels be sent before, or rather off, that place. Can this be done? If it can, let's have 'em. Perhaps, after all, this is the best use to

make of those frigates—cutting them down, in the way I mean, could be done in a few hours.

Yrs most Truly & Faithfully

Honble G. V. Fox — L. M. GOLDSBOROUGH

Washington City, D.C.

[The following note, signed "Andw A Harwood," is on back of letter]

The Sabine whose bulwark is cut down forward, will have a rifle 100 pdr. Another gun of this description, and carriage, has been forwarded from Phila. This with two on board the Galena is all that we can do at present. Whole batteries are therefore out of the question for sailing ships. Mr Parrott has been written to hurry on the work at his foundry that we may have more of these excellent guns.

Very respy

The Hon — ANDw A HARWOOD

G.V. Fox

Navy Dept.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"

Hampton Roads, Va., April 21st 1862

My Dear Sir:

In your private letter of the 19th you say "the Navy is suffering severely from the condition of things at Hampton Roads, the great public not understanding why *we* cannot take Yorktown." The great public in our country unfortunately is very apt to misjudge Naval & military matters, because it is seldom correctly informed about them, & because of the disposition of every fool in the land to write & talk about things of

which he scarcely knows the meaning. Yorktown, to my understanding, was to have been taken by the Army, & not by the Navy; & because the former has, by miscalculation, got itself into a tight fix, the cry is only against the Navy, & even the papers are declaring that no assistance whatever is given by it when in fact every assistance asked for or desired by Genl. McClellan is & has been extended to him from the very beginning. In the cabin of this ship, on two consecutive evenings, in the presence of others, the whole subject was fully discussed by Genl McClellan & myself, & the arrangement was that the Navy should cover the landings at the Sand-box & up the Severn river; then, in the event of turning the guns on Gloucester Point, & thus getting possession of them, & a successful move of the Army upon Yorktown, all of which was expected, the vessels, seven in number, were to unite & cover the movements of the Army all the way up to West Point, & even up the Pamunkey, if necessary, as far as they could possibly get. Four of the vessels I was to detach at once, which I did, for the Sand-box, & the rest I was to keep here ready to move at a moment's warning until I was informed by Genl McClellan that the division of the Army under Franklin for the Severn was ready for their services. Finding that this division did not get on as was anticipated, I despatched a fifth vessel, at the request of Genl McClellan—the "Sebago" with a 100-pdr rifle—to aid the others, & have kept the other two in constant preparation to be off at the shortest notice. To this hour however the turning of Gloucester has not been undertaken. It is impossible for me to spare more than the "Maratanza" in addition to the above, which I intend to do on her arrival, without incurring too much risk from the Merrimac & Co. The "Galena" shall of course go there if she is fit for the purpose.

McClellan was perfectly satisfied with the original number of vessels designated, & freely & frankly expressed himself so. Indeed, he even thought that any more would be entirely unnecessary, or at least such was my understanding of his opinions.

The truth is, both Yorktown & vicinity & Gloucester Point, are a great deal stronger than was supposed. At least 50 heavy guns are planted to play upon ships & all within a close range of each other, as Yorktown & Gloucester are but ¾ of a mile a part. If these forts are to be reduced by the Navy instead of the Army it must be done by first commencing at long bowls with our wooden vessels; &, therefore, I beg you to read a note which I have just written to Harwood about the Frigates St Lawrence & Sabine. Until I see the Galena I cannot speak with any confidence as to the part she may be able to play. The more we worst them at Yorktown, the more anxious the Merrimac & Co will be to get there, & consequently, the more cautious must I be hereabouts. I never dreamed until now that the Navy was to take a primary part in getting Yorktown nor do I believe that any one else ever did. The idea is bran new to me & had it been proposed a few weeks since, I rather think it would have been rejected with indignation by our grand Army. But the Navy shall do its work as far as I am concerned.

Yrs most Faithfully

Honble G. V. Fox. L. M. GOLDSBOROUGH

The 100-pdr Parrott, in my judgment, is the *very best* gun we have for long bowls. I know it well. Do not let them, I beg of you, put any others on board the St Lawrence & Sabine if those ships are to be fitted as suggested by me.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
April 23d. 1862

My dear Commodore:

I have your note of the 20th inst and your two of the 21st. It is perfectly understood that the Army were to dash up the peninsula without the Navy, and in fact we were never informed of the movement. I found it out accidentally, and did my best to turn it to Norfolk knowing the scant force we had, and the benefit the rebels would derive from the Merrimac. But as it was determined to go on to the peninsula we threw all the force we could towards you, and so continue to do—because the cry will be (it has already commenced) for the Navy to pull them out of the slough. The Navy have done it several times during the war for our army friends, but the golden opportunity is now present to save the Army, and immortalize the Navy. Harwood has written you about the Parrott guns. All our rifles of large calibre seem to be failures which leaves us in the lurch about such guns. Meeker's commission or appointment has been sent. It is all right about Daniels, he could not be reinstated as mid'n. Rowan's clerk has no chance, at present. I wish you could send two merchant steamers in lieu of the Susquehanna. Du Pont will send up a wail about withdrawing that noble ship, but the Government and people call upon us to lift the Army of the Potomac out of the mire. The submarine boats I hope will be with you before many days, also another blow up matter, in which the party takes the risk and labor for $100,000.00 if successful. I think the Galena will trouble them if she runs the batteries.

Our Potomac flotilla now have the run to Fredericksburg. Don't you learn anything about New Orleans?

Most truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 24th 1862.

My Dear Sir:

I have visited the "Galena." She is, in my judgment, a most miserable contrivance—entirely beneath Naval criticism.

The damages to her machinery will, I hope, be repaired at our own shop by to-morrow forenoon; & then, as at present advised, I shall despatch her to York River.

Truly & Faithfully Yrs

Honble G. V. Fox
Asst. Secty of the Navy
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., April 28th 1862.

My Dear Sir:

The "St. Lawrence," as I advised the Department, arrived here yesterday; and, I suppose, the "Sabine" is not far off. Neither of these vessels can be used to advantage, either here or at Yorktown, armed as they now

are. In fact, they rather encumber us than otherwise. But the Department may have some particular object in view in sending them here, and, if so, I would thank you to tell me what it is. If those vessels were fixed & armed as I have suggested, then they could both play a conspicuous & important part before Yorktown; but, as they now are, they can do nothing. This is the simple truth, & you ought to be informed of it by me, & hence my reason for writing you this note.

The Merrimac, according to our last accounts, is to be out again either to-day or to-morrow. Tattnall, they say, has been ousted because he would not come down among us the other day, & his place given to Arthur Sinclair. The present program of the Merrimac, is to take the Monitor at all hazards, for which she is provided with numerous grapnels & steel wedges, the latter to choke the tower & prevent its revolving; go to Yorktown; then to Washington City; and, finally, to New York. Chloroform is to be used in abundance by the Merrimac to produce insensibility on board the Monitor. I was under the impression that chemicals were rather scarce among them!

I have no doubt whatever that she will be out again in a day or two. Every thing indicates it. She has had shutters fitted to all her side-ports. Formerly, she only had them to her bow & stern ports.

I have been trying for the last 3 weeks to get the Tug "Zouave" here from Baltimore, but for my life I cannot get her to move. You may depend upon it that Mr. Engineer Houston is very slack in stays. The Zouave only required a new rudder, a few sheets of composition on her bottom, & repairs to her smoke-stacks, & to get these comparatively trifling things done she has been absent from here ever since the day after the disastrous visit of the Merrimac to the Congress &

Cumberland. This is downright shameful. I wrote to Lenthall the other day complaining loudly of the time consumed in Baltimore in getting our repairs done. There is something radically wrong at that place, & Messrs. Somebody wants stirring up with a good long pole, if not a knock on the head with it.

I am trying to have fitted for the Galena a covering of sheet-iron for all the nuts she exhibits on her sides on the gun-deck. In battle, they would fly off beyond all doubt, & kill the men at her guns, every time a heavy shot would hit her from an enemy. If we cannot cover them all over, & their number is very great, we will at least try to cover all those in the wake of the guns. She is a sad affair. Her projectors & builders ought to be ashamed of her.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 2d 1862.

My Dear Sir:

Three white men, deserters, came from Norfolk this morning & report that there has been a regular stampede on board the Merrimac—every officer having left her. This, however, after all, may be a *ruse.* She has been lying for the last three days at the buoy, off the *Naval Hospital,* with her steam up &, at every high tide, night & day, I have been expecting a visit from her. To-day four of the enemy's steamers, which I take to be new gun-boats, are lying off *Craney Island.*

If I can only get a fair crack at the Merrimac, I feel certain of crushing her.

In haste, Yrs Truly

Honble G. V. Fox. L. M. GOLDSBOROUGH.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 7, 1862.

Flag Officer L. M. Goldsborough
Hampton Roads

My dear Sir:

Do you think it is true about the Nashville? Isherwood & Lenthall say the Merrimac must draw 22 to 24 feet of water. She drew 17 launched, and at 19 the top of her screw would be 3 inches above water. Yet she has got a deck above it, and that deck is under water. By the chart I see 3¼ fths can only be carried five miles above Newport News, and 18 feet to Chickahominy about 33 miles above. The news from McClellan is that the enemy are retreating along James River being afraid of the other side which is covered by gunboats. I saw all the defences of Yorktown and am satisfied that if Missroon had pushed by with a couple of gun boats, the Navy would have had the credit of driving the army of the rebels out, besides immortality to himself.

Yorktown altogether had but 50 guns and none pointing up river. The water batteries on both sides were insignificant and according to all our naval conflicts thus far, could have been passed at night with impunity. As Johnson wrote Davis, they magnified their defences and humbugged.

Truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va. May 8/ 62

My Dear Sir:

I fear it is true about the Nashville. The top of the Merrimac's screw is just *out* of the water. There is no doubt whatever as to her draft being only 19 feet, &, perhaps, an inch or two more.

Rodgers went up the James River this morning in the Galena, taking with him the "Aroostook" & "Port Royal."

At about noon to-day we commenced shelling Sewall's Point, & continued the work for several hours, when the Merrimac came out, & had a fair chance to engage the Monitor, but she was extremely cautious, & took good care not to expose herself to even half a chance in the way of a dash by this ship & the merchant rams to run her down. After remaining outside of the point for, comparatively, a little while, she returned & anchored under Sewall's Point, & there she now lies.

There was a very heavy firing for a long time up the James River to-day. All the enemy's gun-boats, 8 in number, including the Jamestown & Yorktown, are up the James River, & Rodgers is this side of them all. I wanted to increase his force by withdrawing some of the gun-boats up the York River, but was overruled by the authority of the President himself, of course at the instance of the Secretary of War.

The Merrimac can, *undoubtedly,* go up the James River to within 12 miles of City point, & City point is about 100 miles from Newport News; but the people

of Norfolk are now shaking in their shoes, & I doubt if she will venture to go up that river at all.

The heavy firing up James River to-day was no doubt between Rodgers & the enemy, but whether it was the enemy's vessels or a fort we do not know. I am excessively fatigued, as I had no sleep last night, & have been on my feet all to-day, & as busy as possible. I should not be much surprised if we had Norfolk in our possession by to-morrow night. *Nous verrons!*

Very Truly & Faithfully Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

Asst Secty of the Navy.

Washington City, D.C.

P.S. At the same time the firing was going on up James River our vessels were blazing away at Sewall's point. We shot away their flag staff twice & set fire to the buildings of the fort. The Seminole was hit once about the bows. The shelling was done by the directions of the President in order to determine the practicability of landing a body of troops from Fort Monroe at or about the point; & the landing, as I understand, but am not as yet accurately informed, will take place to-night —between midnight & daylight. There are now only about 5 000 troops at & around Norfolk, and the people are rapidly abandoning the place. They are taking all the machinery away from the Navy Yard & sending it to North Carolina—that is, as much of it as they can transport.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 17, 1862

Flag Officer L. M. Goldsborough
My dear Sir:

Though your orders are to give up the attack upon the Fort at Wilmington on account of the determination to obtain a more important place, yet I think by the time we finish Richmond if you are able to report officially that you are about ready to attack Fort Caswell, and you are satisfied it can be taken without the Army, only enough to garrison it, I think I can so manage it that you will have the authority to go at it. For a great many reasons I am most anxious you should have this opportunity, and I advise you to get all ready so that I can change the current which now sets lower down. I think you better get all the vessels you can spare, out of the North Carolina sounds to leave in York & James rivers and at Norfolk so as to give you the whole of the present force of regulars which are now with you.

Please write me unofficially what you think of it, so that we can pull together in accomplishing it. The Pres't seems very much disappointed at the gun boats not being in Richmond. Rodgers seems to have fallen back. I am afraid the army people are holding him in check. It would be natural; Halleck held Foote back at Clarksville, so that Buell could enter Nashville. If I were you I would take all the gun boats you can muster, [Letter illegible.—EDS.]
one of them and take Richmond with the Navy. It is

a dash that would immortalize you, and cover the Navy with additional laurels.

The Matawaska sailed from Portsmouth the 15th at 7 P.M.

Very truly,

G. V. Fox

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private.

Navy Department
May 18, 1862.

Flag Officer L. M. Goldsborough
My dear Sir:

I did intend to write an official letter upon the contents of the enclosed letter, but the high character of young Selfridge leads me to refrain from placing upon record either the letter or the opinion I should give upon it. He must be aware of it's impropriety and of it's great injustice both to you, and to me. I do not wish to have another opinion than I have of him. I therefore suggest that you hand him back the letter privately.[1]

The Dept does not look kindly upon those officers who run to M.C's, Insurance Co.'s and Bank Prest's, for the purpose of obtaining what is not justly their due. Davenport is now Senior Lt in your Squadron at Hatteras and is justly entitled to the "Stars & Stripes." How is it about him, he feels I think that we have hardly done him justice in keeping him in the "Hetzel."

[1] After this letter was written Fox showed his appreciation of the high character of "young Selfridge," now Rear Admiral T. O. Selfridge, U.S.N. (Retired), by appointing him to the command of the Monitor.—EDITORS.

Do not order an officer to command the "Port Royal" in place of Morris. The Dept. will send one if necessary.

Very respectfully,

G. V. Fox

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 21st 1862

My Dear Sir:

Finding that you are to send me, at present, but three vessels from the Potomac flotilla, & those really of but very little force, I have this day ordered Rowan to send five from the Sounds, but when they will get here is more than I can divine.

Smith, in sending to feel the pulse of the young woman at City Point, committed not only a sad mistake, but a grave blunder. I wrote to him to-day about it. I have no doubt, from what I gather, that he is sorely mortified about it. Nothing of the sort will occur again. Rodgers now wants to quit with the "Galena." He says she leaks 2½ inches pr. hour which, to my mind, is no great shakes. I have ordered a survey. I suppose that, naturally, he does not relish a senior put over him, but this I could not avoid, & comply with his own request & my own judgment, to increase the force up James River.

Besides the obstruction of Drury's or Ward's bluff, where the fight took place, there is another one above it. Without the Army the Navy can make no real headway to-wards Richmond. This is as clear as the sun at noonday to my mind. McClellan is to inform me the

moment he can cooperate, & then I shall go up in person. We shall have Richmond if the people will be only temperate & considerate, and keep their shirts on —I mean our own people, who, certainly, are occasionally at least excessively foolish about things of which they scarcely know B from a bull's foot!

The Galena has turned out precisely as I expected— *beneath Naval criticism!* The reports concerning the fight in which she was engaged were forwarded day before yesterday, &, therefore, should have reached the Department yesterday. She is a pretty good ram, & that, in general terms, is about the amount of her, unless she be kept bows on in fighting her guns. At best, however, she is a poor stick for an iron clad. Her moral is better than her physical effect!

After Richmond is taken, I sincerely hope that I may be allowed to proceed forthwith & take Fort Caswell. I can do it if allowed to have my own way! The case has been fully studied out by me, & all my plans are fixed. I yearn for the job! When Glisson left here in the Mount Vernon I told him to take the small work on New Inlet, if he could, without risking the loss of his vessels; &, furthermore, if he discovered any thing shaky about Fort Caswell itself not to hesitate to make a guarded demonstration against it, & get it if he could. The people of North Carolina are now getting shaky I think, & there is no telling how soon they may be willing to knock under all over the State. But, if they wont knock under, they must be knocked down!

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 21st 1862

My dear Sir:

I can & will take the forts at Wilmington as soon as I can avail myself of the services of the Monitor & the other vessels now engaged hereabouts, provided the Department says the word. The job would afford me very great pleasure. I want the Susquehanna as one of the vessels, & count largely upon being allowed to have her. All my plans are formed for the reduction of Fort Caswell & the work at New Inlet. I want no services, & no assistance whatever from the Army, in carrying them out, I will garrison with Marines.

From a very thorough investigation of the whole state of things I am perfectly satisfied that it is now utterly impracticable to get to Richmond with our gunboats unassisted by the Army. I have just returned from a personal visit to McClellan, & he prefers deferring any such assistance until after he crosses the Chickahominy.

The Secty told me that he had ordered the vessels in the Potomac to report to me forthwith, but, even as yet, none have appeared. It is well, in my judgment, to have a few light draft vessels in the three rivers Appomattox, Chickahominy, & Nansemond, & without the Potomac flotilla I have nothing for the purpose. As for getting the vessels from the Sounds, Burnside will be sure to holler murder! I have already ordered two of them to Baltimore—the Underwriter & Valley City —for repairs, as they could no longer hold out. But it will take much longer to get them here than for the

Potomac vessels to present themselves. Besides, by my last intelligence, an important expedition of Army & Navy was about to start from the Sound to go up the Roanoke river, & to abstract vessels under such circumstances would be to play the wild with the movement. Burnside expects to accomplish a great deal by the expedition, & he relies largely upon the Navy to carry it out.

Our people, who, by the way, are not over-wise about Naval concerns, must not expect impossibilities. I abominate *ad captandum* Naval projects. Every thing is being done that can or ought to be done under existing circumstances. The Mahaska has arrived, & is to go up James River forthwith—send me as much of the Potomac flotilla, of light draft, as you can possibly spare. Good & important use will be made of it. I want to cut off the enemy's retreat at Petersburgh if possible, & to annoy him as much as I can on the Chickahominy. The Army has asked me for two or three gun-boats to go up the Nansemond to Suffolk.

I am compelled to write you in great haste.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Hampton Roads, Va., May 22d, 1862

My Dear Sir:

The Secretary of War has certainly acted very strangely in claiming the destruction of the Merrimac as one of the successes of the Army under Genl. Wool.

The latter, in fact, did not even capture Norfolk, but only received from the Municipal authorities the surrender of an already abandoned city, & nothing else whatever. No defences were included—nothing but the mere City itself. This is the simple truth, &, at the proper time, I shall take very good care to make it distinctly known. Mr. Stanton has misled the public mind with regard to the transaction, & brought very unjust reflections upon me. The destruction of the Merrimac was occasioned by the abandonment of Norfolk & its defences, & the blowing up of the dry-dock, coupled with the fact that she could not get past the Naval force under my command. York River was her object, & Tattnall had actually agreed to go there with her. His first orders were to report to the Commdg Genl. at Yorktown. This he refused to do, & hence the rumors about his having left her; but, at the same time, he distinctly expressed his willingness to go to Yorktown with her & there act upon his own hook, or under the orders of the Secty of the Navy, but not under any mere military authority. All this I gather from the Secession papers. Why he did not carry out his intention one may well conceive. Certainly, Genl. Wool had nothing on earth to do with the omission. I despise humbug above all things, & a prurient desire to blow false notes on any occasion!! Our Army, unfortunately, is too much given to this sort of music, to claim for itself every thing, & to rob the Navy of every credit. Of mere mole-hills too it makes mountains. This is simply shameful because unjust & ungenerous. Truth however is omnipotent, & must prevail sooner or later. If Genl. Wool's heroism & military prowess rests upon his having *captured* Norfolk & occasioned the destruction of the Merrimac, then, I say unhesitatingly, it is based upon an infernal perversion of facts, calculated

to excite disgust rather than any thing better. When I look occasionally, with calmness at our present social condition, & witness the general proclivity of our people to disregard truth, I am really astounded! A lie it seems to me tells better in our newspapers at any time, & is received with more avidity. But I shall have a great deal to say hereafter about matters & things, & in a way to make myself heard. The whole truth shall be heard. Of course I am writing to you as my friend, & in confidence, & it is entirely too hot to say much more; & perhaps, I feel inwardly rather too hot to do so in a way satisfactory to myself.

Had it not been for the Navy in these roads, Norfolk would not have surrendered as it did, nor would the Merrimac have been blown up at all, Messrs. Wool & Stanton to the contrary notwithstanding!!! The mail is about to close & I must wind up.

Very Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private

U. S. Flag Ship "Minnesota"
Hampton Roads, Va., May 23d 1862

My dear Sir:

Old Fort Norfolk, as you well know, after being long abandoned by the Army, was fitted up very many years ago, by the Navy, with an ample magazine, shell-house, Gunner's house, etc, etc, etc, & used by it, exclusively, up to the breaking out of the present rebellion. In short, it is a part of our Naval establishment at Norfolk, & has been so regarded by every body

ever since it was turned over in an almost destroyed condition some 30 or 40 years ago. The Navy has expended a great deal of money upon it, & made it a place of great convenience for the *supply* of our ships with Ordnance. It is of no earthly use to the Army, & is of great use to us. Our Ordnance stores at Fort Monroe are many of them piled up out of doors, & exposed of course to injury, because room enough under cover cannot, or will not be afforded us. Indeed, I may say, they are almost kicking about out of doors for want of accommodation more suitable, & what little of good is given us we are, I have reason to believe, not very welcome to. On representing this state of things to the Secretary the other day when he was down here, he ordered me to move our Ordnance stores forthwith from Fort Monroe to Old Fort Norfolk, but General Wool, on a very ridiculous & childish ground, unsustained too, I think, in point of fact, refuses to allow the Navy to use Fort Norfolk, the Navy Yard, or any thing else about Norfolk that ever did belong to the Navy, without the orders of the President of the U.S. or the Secretary of War. He seems to be disposed to pay no attention whatever to any orders the Secty of the Navy may give in regard to Naval property at Norfolk. Do for gracious sake have this nonsense knocked out of him. He needs combing!

In haste, Very Truly & Faithfully Yours

L. M. GOLDSBOROUGH

Honble G. V. Fox
Asst Secty of the Navy.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 1st 1862.

My Dear Sir:

Yesterday, some forty of Genl. Wool's Cavalry were bagged by some three hundred of the enemy at Suffolk; &, from what I gather, sheer carelessness must have led to the disaster. Were I disposed to return the General's late compliment to the Navy I suppose I might make the wires convey to Washington "Truly the Army is very unfortunate," but I think that such small stuff is much better suited to the General's *blatherskite* disposition, & therefore shall leave it aside for his exclusive enjoyment. Childhood needs amusement of a trifling kind!

Yrs Ever Most Truly

Honble G. V. Fox
Washington City.

L. M. GOLDSBOROUGH

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 1st. 1862.

My Dear Sir:

You may have read in the Herald of the 30th May an article about a number of contrabands having been carried off from Cape Henry in a bark, & carried to Cuba, or elsewhere, for sale. I understand the thing to be a lying hoax, written by one of the unscrupulous correspondents of that paper to annoy a Mr. Wilder,

Sup^dt of contrabands at Fort Monroe, who has contrived to render himself excessively unpopular with the folks thereabouts generally. Of course, to make the lie tell as astoundingly as possible, they had to lug me into the affair.

The "State of Georgia" & "Victoria" recently captured off Wilmington the steamer "Nassau," formerly the famous "Gordon," loaded, I understand, with arms &c. As yet, I have received no official report upon the subject, but yesterday she was at Hampton Roads for coal, & Case, who happened to be there at the time, saw her & directed coal to be delivered to her.

I wish very much that the "Cambridge" could be hurried up at Baltimore, so as to get off Wilmington at once, where she is ordered by me. I telegraphed Dornin with regard to her several days ago, but, as yet, have received no answer to the questions I put to him. Now that the ports South of Wilmington are so generally in our possession, & well guarded, more efforts than ever will be made to run the blockade there. Can you not say a word to Dornin that may hurry her departure?

Very Faithfully & Truly Yrs

Honble G. V. Fox. L. M. GOLDSBOROUGH.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 3d 1862.
Midnight

My Dear Sir:

I had counted very largely upon the services of the Susquehanna in reducing Fort Caswell, & had put two, hundred pounder Parrott's, on board of her for the purpose. With these, and the three heavy 64-pdrs. she

has on board, whose normal charge of powder is 16 pounds, I expected to make the fur fly at a great rate, particularly as I found upon consulting the chart carefully that I could place her within rather less than a mile & a half of the works. The heavy 64's are a favorite gun with me. They do smashing work at a mile & a half. The two Parrott's are still on board of her. Would to God I could have her services for the occasion! I should feel much more certain of a rapid success than at present. On Richmond's falling into our possession it strikes me as more than probable that the Merrimac's officers & crew, now at Fort Darling, Dreury's Bluff will be sent forthwith to Wilmington, & they would be worth more to the rebels in the defence of Fort Caswell &c than all the soldiers in North Carolina. The crew of the Susquehanna handle their guns admirably, & are already accustomed to their use under fire against an enemy. This is a great point. I would give her up cheerfully in ten minutes after the fight had come off! With her I could get along well enough without the Monitor or Galena, neither of which can possibly be made available in time. There are, in all, some eighty odd guns to work against in taking Wilmington, according to the information I have received, & Fort Caswell & the Fort at New Inlet together contain sixty of them.

Where is the Powhatan? Or, rather, is she not yet ready for service? With heavy Parrott's—the heavier the better—& the 64's she has on board, I would be glad to have her, if I cannot have the Susquehanna, but I should prefer the latter on account of the advantage of her well drilled crew.

Do, I beg of you, tell Harwood to respond promptly to the requisition for projectiles made upon him by Poor, by telegraph, to-day, at my instance. Otherwise,

the want of them will detain us. I must take a vessel with an ample supply of Ordnance stores along with us, for the gun-boats cannot accommodate enough to last longer than a few hours sharp firing. As far as in me lies I shall have every thing ready to be off without a moment's unnecessary delay.

Our gun-boats are all, except the Monitor, close up to Fort Darling, & ready to strike the moment they can do so with the slightest prospect of success. The Rail-road bridge at Petersburgh is to be destroyed if possible, and thus cut off the enemy's retreat in that direction. If McClellan wants assistance on the Chickahominy, they are to afford it; or, indeed, any other assistance he may require. Co-operation on his part is absolutely indispensable to their reducing Fort Darling. This I have fully explained to him, & he understands the case perfectly.

Give me the Susquehanna if you can.

Very Truly & Faithfully Yrs

Honble G. V. Fox
Washington City, D.C.

L. M. GOLDSBOROUGH

[G. V. FOX TO L. M. GOLDSBOROUGH]

Private

Navy Department
June 3d. 1862.

Flag Officer L. M. Goldsborough
Comg &c &c
Hampton Roads

Dear Sir:

We sent you an order yesterday which will give you the chance you desire at Fort Caswell.

I am exceedingly anxious that you should do this, first, because it belongs to our profession to knock down these conceited forts; second, the public fails to appreciate the important but thankless duty that has devolved upon you of watching over the Army of the Potomac. Richmond seems about to fall and I beg of you to be ready to push off the moment McClellan is there. Otherwise we shall be required to send off the "Monitor" and gunboats to Charleston. I would not wait for other orders but go the first moment you can.

It is the last chance the Navy will have in your squadron.

Most of your gunboats, especially the side wheels, will have to go to Mississippi. They were constructed for that work but the contractors disappointed us. The "Cambridge" was ordered yesterday by telegraph to proceed at once off Wilmington as you requested. Shall we consider that you are off on the fall of Richmond?

Very respectfully &c

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

Private.

U. S. Flag Ship "Minnesota,"
Norfolk, Va., June 4th 1862.

My Dear Sir:

I am in receipt of your private letter of yesterday. I wrote to you yesterday also privately. I of course will be off at the earliest possible moment after Richmond falls, & that too without waiting for any further orders from the Department; but the force I will have

will be very different indeed from what I counted upon. Deprived of the services of four vessels like the Susquehanna, San Jacinto, Monitor, & Galena, to operate against works where every thing is to be done by hard hammering, of course renders success much less certain, & to be defeated is a terrible thought to me. But I will do my very best. If I had but the Susquehanna of the four I should feel that I could make a certain thing of it. Hurry up Harwood with the projectiles. We shall want an abundance of ammunition, & there must be no lack of it immediately at hand. The men's times who shipped for one year are now expiring very rapidly, & they of course cannot be retained. Several of my vessels are now short. Can you not send me 150?

What detains the Brandywine? It is very inconvenient & troublesome for me to provision our vessels with her at Baltimore.

You say that the public does not appreciate my services in watching the Army of the Potomac. This may be the case, but from the letters I have received I am inclined to think otherwise. A certain vulgar sort of public opinion in this country is made up by ignorant & really blackguard writers for newspapers. The correspondent of the Herald for instance, at Fort Monroe, is a creature whose mere looks excite disgust & whose mind is in full sympathy with his degraded appearance. It is but a poor compliment to our social condition & civilization that such miserable creatures can exercise any influence whatever. The Department has approved of my course throughout as far as I understand its sentiments & letters, & the President on leaving here of his own accord, & unexpectedly to me, wrote to me a complimentary letter. This is all I care for. Had I to go through the same scenes a hundred times over again— scenes which God knows occasioned an intensity of

anxiety far beyond expression—I should act precisely as I did. There is not an officer in this squadron that I know of who does not approve of all I did. To be abused in a country like ours is what every man in any prominent position may constantly expect & this holds good from the President down. Writers of newspapers make & unmake reputations with the vulgar & foolish, but never with the wise & virtuous. If I have not served my country faithfully & honestly then I am incapable of doing so, & the sooner I am thrown aside the better. But few men have had to go through with what I have done in the way of labor, responsibility, & anxiety, since this war began. I have most cheerfully given my whole heart & soul to the cause in which my country is engaged, & am willing to give my life if necessary. More it is not in my power to do. I feel that I have a solid right to expect my country to sustain me as long as I remain true to its interests & give it my holiest & best efforts. But I hate to write of myself. I never had any taste for such work.

Genl. Dix called on board to-day. I have known him for many years. How unlike him is that inflated fool Wool, whose logic is so very ridiculous. But Wool is not the only fool in power, as I will plainly show at the proper time.

Give my best regards to the Secretary if you please.

Truly & Faithfully Yrs

Honble. G. V. Fox. L. M. GOLDSBOROUGH.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
June 5, 1862.

Flag Officer L.M. Goldsborough
Comg &c &c
Norfolk, Va.

My dear Sir:

I have yours of 3d inst. If the "Susquehanna" has not gone you might keep her, but I looked out the chart carefully and found the 18 foot curve is distant two nautical miles from the fort and the Susquehanna draws 19 feet forward—19.6 aft. Farragut having gone up the Mississippi with all his vessels and the enemy having a naval force at Mobile stronger than ours off that port forced us to dispatch her at once. I would not go without the Monitor and Galena for fear of failure. Delay for repairs is better than non-success. The Dacotah was ordered to return and ought to be absent but twenty days. The Tioga and Genesee are promised Saturday next. As you can't move off the requisite force until Richmond falls, I think you will have some time yet.

Truly yours &c,

G. V. Fox.

[G. V. FOX TO L. M. GOLDSBOROUGH]

Navy Department
June 14, 1862.

Flag Officer, L. M. Goldsborough
Comg &c &c &c

My dear Sir

I send you a substitute for the old law of 1800, with but few alterations. Please look it over and make any suggestions that occur to you. The Paul Jones now arriving at the Yard will I think be ready to go with you, though Burnside who was here day before yesterday, said that McClellan would be in Richmond in three days of good weather, that is tomorrow. The Adirondack is promised in 6 days, but these matters of engines are very uncertain. However every single vessel that is ready shall go to you. When can Rowan come out, the Powhatan will be ready July 1 so they say and he ought to be there by the 20th or 25th, I believe Davenport is next in rank. He could be left in charge or some other officer sent there as you may advise. Saml I. Hazard and Henry French Comdrs, are waiting orders. The papers report that the Galena sent a bearer of dispatches to McClellan, and that he was captured with his dispatches. If Gillis had applied for his detachment instead of leave, it would have been granted.

Very truly yours,

G. V. Fox.

[L. M. GOLDSBOROUGH TO G. V. FOX]

U. S. Flag Ship Minnesota,
Norfolk, Va., June 16th, 1862.

My Dear Sir:

As to the Galena, there is little or no chance of her being used against Fort Caswell. She is, I am satisfied, very much cut up on her port side, & has timbers & knees badly started. She leaks now, in perfectly smooth water, at the rate of five feet a day & has some shot still sticking in her side at the water's edge, which, if removed would no doubt cause her to leak much worse. On all hands, I hear that she cannot go to sea until repaired, nevertheless, I shall determine the point for myself when the time arrives for me to do so.

With regard to the "Monitor," I have stronger hopes that she may be rendered available in some way or other, especially since receiving the late orders from the Department that I am not to make the attack unless I can have at least her assistance of the two. Every thing shall be done that mortal man can do to render her sufficiently efficient for the occasion. The extra pipes I ordered long since, & they are doubtless well underway at our machine-shop.

Beyond keeping the James River open up to the neighborhood of the obstructions, & the moral & alarming effect they produce throughout the people residing on & about the banks of that river, & among the uninformed at Richmond etc, our vessels are really of no other service, & cannot, as things stand, be made to render any other. The obstructions at Drewry's Bluff—Fort Darling—are wholly impassable. The river there

is but 100 yards wide & it is completely blocked up, all the way across not only by piles thoroughly well driven by steam & sunken vessels, but also by huge blocks of stone, cargoes of brick, & a great deal of hydraulic cement, thrown in to fill up interstices & render the work really a dam rather than an ordinary impediment. Besides, two miles above, there is another work of the kind, although much less formidable, & then again vessels are sunk in the channel way, which, of course, is necessarily extremely narrow, all the way from Fort Darling to Richmond. Abreast of Fort Darling, directly where a vessel must go to reach the obstructions, *4 Tons* of powder are placed under water, to be exploded by a lock with its string leading to the shore. The fort itself standing high up mounts 14 guns, 3 of which are 10-in, & several of the rest are very heavy & rifled. Three miles or so below the fort, just at the turn of a bend, there is also a battery of 3 heavy pieces. All this information I get from deserters who have been actually serving in the Fort, & it is abundantly confirmed by my own officers & others. Smith Lee commands the Fort, & Tucker, Farrand, & some half a dozen more of our old officers are associated with him. Wonderful pains have been taken by the enemy to secure the river against the approach of our gun-boats to Richmond. They even tore down two fine warehouses in order to use their materials for filling up the interstices of the obstruction abreast of Fort Darling. McClellan never has been strong enough to make a flank movement upon this fort, & thus aid the Navy in reducing it. The withdrawal of McDowell's corps of 35000 men from his command at the commencement of the campaign was a sad affair, & one that has occasioned McClellan great embarrassment, the loss of

many valuable lives, & materially prolonged the taking of Richmond. Numerically, the enemy at this hour is stronger than he is, for, beyond a doubt, the enemy's forces at Richmond now amount to 200,000 men.

I forgot to say that Fort Darling is manned by 250 sailors, & there are also stationed at it a regiment & four companies of soldiers. The sailors desert whenever they can. Four of them, & one soldier, were brought to me yesterday, all of whom, after pumping them dry, I turned over to the Provost Marshal of Norfolk for his custody.

I have now no less than nine steamers off Wilmington, & shall still send the two new gun-boats off there as soon as they arrive. None of them however will be fast enough to catch the Nashville in a chase, but if they do not keep every thing from getting into Wilmington then I shall be for jerking their skippers without gloves.

I have already instituted a court of inquiry to investigate the escape of the Nashville into & out of both Beaufort & Wilmington, & as soon as I get results, I shall, of course, forward them to the Department.

Has it ever occurred to you that no Commanding Navy officer, since this war begun, has ever been rewarded for any thing he has done? If an Army officer however does any thing even although it be only to mount his horse & ride a few miles to accept the surrender of an abandoned city, as in the case of Wool, he is forthwith elevated in rank, & many perhaps, like Wool come in for a genuine embrace by his Secretary! Even when associated together to accomplish a common end, the Army officers are the only ones benefitted in rank; & indeed, they carry off the cream in every respect, & leave to us but the swill of skimmed milk. We,

poor devils, who had the misfortune to be put upon the retired list simply because we had served our country faithfully for a definite period, must be content to be put back again to our original positions—beyond starvation for ourselves & families. Why was this rule not applied to the Army? The distinction is invidious in the extreme, especially considering the effect it produces. To speak of affairs within my own positive knowledge, Burnside, besides receiving the thanks of Congress, & *doubtless duly conveyed to him* (although, perhaps, not so formally & graciously as they were to McClellan for his affair of Williamsburg, where a committee of Congress was appointed for the purpose) was, for the affair of Roanoke, made a Major General, instanter. You well know who originated the expedition which brought about that affair, & the records of the Navy Department will at any time establish the fact. Nevertheless, the expedition from Dan to Beersheba, was recognized only as Burnside's. Even in the public documents, framed at Washington, his name had precedence of my own, altho his rank was but that of a Brigadier Genl. whilst mine was that of a Major Genl. He by the papers, took Elizabeth City, when, in fact he did not even know that an expedition had been dispatched to that place by me until after it was taken! He accomplished every thing, *for it was his expedition!* I did nothing on any occasion! Can a course like this be encouraging to Naval officers? Is it just? Is it not ridiculous? I receive many letters from Navy officers shewing great heart-burnings & they will be sure to burst forth ere long. As compared with Army officers, they are certainly treated as an inferior race of men, & they are getting very restive under it. It is true that no Navy officer has any political aspirations; no desire

to become either President of the U. S., Senator in Congress, Governor of a State, or the like; & it may be on this account that all, comparatively, are disregarded, & may be used rather as tools & subordinates to the Army than as equals to say the very least of them. It should be borne in mind that rank is the dearest object on earth to an officer whether he be Naval or Military, & to see it bestowed, I may say almost indiscriminately, in the way it has been, in favor of one branch of the service, & under fully equal claims, denied to the other, is not only intensely mortifying but well calculated to excite even disgust.

A Navy of any pretensions whatever with no higher permanent rank than that of Captain—a title, too, worn so thread-bare in our land as scarcely to command respect!! Did the rest of the wide world ever hear of any thing of the sort! Rank, if you please, is but a fiction at best, but nevertheless, it is the happiest desire that ever was conceived for the maintenance of discipline & good order, &, at the same time, it is the most glorious reward to confer for merited services.

You will of course not misunderstand me in expressing myself so freely. The Navy deserves encouragement, & it ought not to be mortified as it has been. Its officers, man to man, are as good to the country relatively as those of the Army, & should be held in as high esteem; but this, you well know, is in truth, not the case, & it never will be until it is given higher grades of rank. I understand that Congress contemplates something of the sort, but, from the way it lingers, it is quite evident to my mind that it is as likely to fail as succeed—to be adjourned over for some session yet to come—the next century perhaps. If the President could be induced to intercede energetically & heartily

in the matter, something might be done, otherwise, I fear the worst.

It is now past midnight of the 15th considerably, & so I must close.

With every sentiment of regard

Yrs most Faithfully & Truly

Hon. G. V. Fox. L. M. GOLDSBOROUGH

CORRESPONDENCE BETWEEN G. V. FOX AND D. G. FARRAGUT WEST GULF BLOCKADE JANUARY 18, 1862, TO OCTOBER 19, 1864

ADMIRAL DAVID GLASGOW FARRAGUT, U.S.N.

Born, Campbell Station, Tenn., July 5, 1801
Died, Portsmouth, New Hampshire, August 14, 1870

December 17, 1810	Midshipman.
August 12, 1811	Joined the *Essex,* Pacific.
April 10, 1815	Ordered from the *Spark,* New York, to the *Charleston.*
December 18, 1815	Ordered to report himself to Captain Jones, for duty on the Frigate *Macedonian,* at Boston.
January 16, 1816	Ordered from the *Macedonian* and to the ship *Washington.*
November 20, 1820	Report for duty at New York.
June 6, 1821	Report for duty on Norfolk Station.
May 22, 1822	Report on board the *John Adams.*
January 13, 1825	Lieutenant.
April 26, 1825	Ordered to Washington on Court of Inquiry.
August 9, 1825	Ordered from Norfolk to the *Brandywine.*
August 18, 1832	Detached from the Receiving Ship, Norfolk, Va., and report for *Vandalia* by the 15th of September.
August 29, 1832	Previous orders revoked, and leave two months.
December 4, 1832	To the sloop *Natchez.*
July 18, 1837	To the rendezvous at Norfolk.
March 14, 1838	Detached from the rendezvous at Norfolk and to the West India Squadron.
November 13, 1840	To the Ordinary at Norfolk.
February 23, 1841	To the *Delaware.*
September 21, 1841	Commissioned Commander, to rank from the 8th of September.

December 21, 1841	Continue on board the *Decatur* as executive officer.
February 24, 1843	Detached from command of the *Decatur* and home three months.
April 17, 1844	To the Receiving Ship at Norfolk.
October 1, 1845	Detached from the Receiving Ship *Pennsylvania* and to the Norfolk Navy Yard.
March 9, 1847	Detached Norfolk Navy Yard and to command the *Saratoga.*
March 3, 1848	Detached and three months' leave.
April 10, 1848	To Norfolk Yard.
April 29, 1850	Detached and await orders.
March 15, 1851	To Washington for Ordnance duty.
April 30, 1852	To Ordnance duty at Norfolk.
August 9, 1854	Detached and to command the Navy Yard, Mare Island, California.
September 14, 1855	Promoted to Captain No. 4.
December 9, 1858	To command the *Brooklyn,* January 1.
September 13, 1860	Detached on reporting of successor and return to New York, relieved October 21.
November 6, 1860	Detached October 21, and three months' leave.
September 30, 1861	Member of Board for better organization of the Navy.
December 15, 1861	Detached and report to Department, Washington, D. C.
January 9, 1862	Command of the West Gulf Squadron.
July 30, 1862	Commissioned a Rear Admiral on the Active List from July 16, 1862.
March 3, 1863	Re-commissioned No. 9.
December 31, 1863	Commissioned Vice Admiral.
December 14, 1864	Detached and three months' leave.
January 24, 1865	To command the Naval Forces in the James River.
February 2, 1865	Detached and on special duty.
March 25, 1865	Detached and return home.
May 3, 1865	President of Board of Visitors at the Naval Academy.

January	17, 1866	To special duty at Washington.
July	26, 1866	Commissioned Admiral.
June	6, 1867	To command the European Squadron.
November	10, 1868	Detached and await orders.
August	14, 1870	Died at Portsmouth, New Hampshire. Buried in Woodlawn Cemetery, New York.

[D. G. FARRAGUT TO G. V. FOX]

Philadelphia Jany 18th 1862
Continental Hotel

Dear Sir/

I was in hopes that you would have stopped at this place to see the state of progress—all we wait for is the men, the Sea was too heavy on the Eastern Shore for the Pilot to venture out with the Ships this morning, but she will go down to the Fort for her powder so soon as the wind changes or the ice breaks away. We hear nothing of the men from Boston. Will you be good enough to inform me where you consider the Western *limit of St. Andrew's Bay*—as I wish to know if Mobile or Pensacola come within my limits—(as appears to be the case by the charts I have seen) & at the same time I have no wish to infringe on Flag Officer McKean's command.

I would also be glad to know if my appointment has passed the Senate. The Pay Master is also a little anxious to know if he has passed, in order that he may be able to give his securities before he leaves the North.

Very respectfully your Obedient servant

to D. G. FARRAGUT
U.S.N.

G. V. Fox Esq
Assistant Secty of the Navy
Washington, D.C.

In pencil on back of previous letter

[G. V. FOX TO D. G. FARRAGUT]

My dear Sir

I wrote you yesterday and today your final instructions go to the Senior Naval officer at Hampton Roads. St. Andrews Bay has two entrances one on each side of Hurricane Island. The instructions consider these entrances as belonging to the eastern gulf squadron but every harbor entrance West of this following the shore line to Mexico is yours. If you think the order is not clear enough let me know and we will write you an official letter. If Goldsborough can spare the Congress we will send her home and prepare her for a store vessel as the Vermont is being prepared.

When you get to Hampton Roads give us an opportunity to answer the letter announcing your arrival as there will be dispatches for the Gulf. We will try hard to get an especial dispatch for you to use between Key West and Ship Island with a large condenser on board, hose pumps etc. I will see Mr Hale about the Pay Master's promotion. Yours is all right. Your men leave Boston in a steamer this morning. Porter thinks all the Mortar boats will be off in a week.

Yrs mo. truly

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. Hartford. Fortress Monroe
Jany 30th 1862

Dear Sir

On my arrival at this place I recd all my instructions, both as to what is expected of *me*—what is expected of the Blockading Squadron; & I hope I will be able to realize the expectations of the Dept. If I get the force promised, I will certainly not complain of the want of force, for my expeditions; there may be more places for *light draft vessels* than we can supply immediately, but we can certainly make it better, than it has been; & I shall endeavor to make the vessels keep their Stations— My greatest anxiety now is to have proper comforts for the sick & wounded (for somebody will be hurt)— I directed Dr. Wood to make a requisition on the Bureau for 100 Iron Bedsteads &c which I shall place on each side of the gun deck of the Frigate or vessel Hospital Ship. If I don't hear from you in time I will convert the Potomac as soon as I am ready—& take a suitable steamer with me to receive the wounded & convey them to Ship Island. I am familiar with these operations, as I was a quiet looker on in Vera Cruz, when the French attacked that place; and made my notes of all their arrangements. They had a Frigate well fitted for the purpose with every facility for getting the men on board without torment. I can direct it all, if I have the ship & appliances for the wounded. It is a great gratification to *Jack* to see that his comforts are looked to, when he is sick. Tourniquets are wanted in large quantities as more men lose their lives by

bleeding to death from want of early attention, than from the severity of the wounds.

I am sorry to lose our Surgeon as the Assist. is very young & inexperienced, we will want Medical Officers I fear. I mention these things that you may understand them, not that they will detain me from moving ahead, the moment the vessels are ready; with my best wishes for your prosperity and all things

I remain very truly Your obedient Servant
D. G. FARRAGUT

To G. V. Fox Esqr.
Assist. Secty of the Navy
Washington.

P.S. Please to make my respects to Mrs. Fox & the other ladies.

Respy D.G.F.

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. "Hartford"
Key West Feby 12 1862.

Dear Sir

Looking over my charts and the work before me, and learning the difficulties with the Captains of the chartered vessels, it suggested itself to me that if the Bureaus could make their charters with the parties to deliver coal and other stores at Ship Island or such other place in the neighborhood as the Flag Officer of the Western Gulf Blockading Squadron may direct, it would save much trouble and great expense to the Government.

You will perceive how much nearer the mouths of the Mississippi the Isle of Britton is than Ship Island, the latter sixty and the former about fifteen miles.

My Coast Survey Assistant informs me that the anchorage is good and safe at Isle Britton. This would give me great facility in supplying the vessels at the mouths of the river, while Ship Island would be better for other operations to the eastward. This and the small steamers of light draft, not over five feet, are now next my heart and give me most anxiety. Captain Bell tells me that "he left at New York the steamers 'Sachem' 'Uncas' 'Seneca,' 'Madgie,' 'Patroon' and 'Victoria,' they would all be of infinite service to me, but two of the lighter draft are almost indispensable. The Tortugas is too distant to have my munitions of war when I commence operations, and until I get a house I shall put them into one of the vessels, which will answer a better purpose.

You are pleased to say that I "expressed myself satisfied with the force I had to accomplish my work." I beg you to understand that, that observation did not allude to the blockade of the coast, but to a specific work. I find that I have fifteen sailing vessels, and will have to put them all on the blockade, and you are well aware that they are very insufficient guard against steamers, particularly in calm weather, but I promise to do the best I can with them. I will place them to the best advantage, and make them lie there until relieved. I can also use some of the sailing vessels in my bombardments and will do so whenever it can be advantageously done.

I hope to realize your expectations as well as my own, but I know that there are many difficulties to be met, and wish to anticipate them as far as possible, one of the greatest on the Southern Coast is the shallowness of the waters we have to operate in, but by having vessels of light draft, they can almost invariably be circumvented. F. O. DuPont is doing it now, and I can

cut off nearly every Fort along the coast from the reinforcement and supplies by vessels of less than six feet draft.

Medical Officers and Mechanics are also much needed to ensure success: the small steamers F. O. DuPont informs me are constantly getting out of order, and I fear our workmen are few and not of the best, so I trust you will do the best you can for me in all these particulars and believe me

Very respectfully and truly

Your obedient Servant

G. V. Fox Esq.
Asst. Secy of the Navy
Washington, D.C.

D. G. FARRAGUT
Flag Officer Western Gulf
Blockading Squadron

[D. G. FARRAGUT TO G. V. FOX]

U. S. S. Hartford
Havana, February 17, 1862

My dear Sir:

Agreeably to instructions I stopped at Key West, and coaled, and then came over to this place—communicated with Mr. Shenfeldt, who was very glad I had arrived as he had had a correspondence with the Gov. Gen[l]. in relation to one of Comd[r]. Ridgely's boat's crews insulting the captain of a Secession vessel in the presence of his wife in gross language—in which case the Gov. Gen[l]. has appeared to act on ex parte statement, and actually used a *threat* as to what he would do if it occurred again, etc. but Ridgely denies the whole as a base fabrication of the Secession Captain. I arrived on Saturday evening at 8 P.M. and intended to leave the next day, but while moving up the harbour

one of the boilers was reported as having sprung a leak and the engineers have been working upon it up to the moment of departure, which will be at 5 P.M. I have interchanged courtesies and salutes with all the Flag Officers in Port, Spanish and French. I did not call on the Governor General for the reasons above stated.

I hope to reach Ship Island in 4 days at the furthest, as my ship is miserably slow if the wind is not favorable. I wish to pitch into Fort Livingston as soon as possible to give my men practice. I do not apprehend that it will be a difficult task to take it. The distance is the only obstacle, but I will be ready for my other work the moment Comd^r. Porter's Bomb Fleet is reported. Barataria is the channel through which they would send reinforcements and supplies to the *Forts* after we get in the River, and therefore I wish to settle that plan and turn it over to the army before I go up the River, but if the Bomb Fleet is ready I will not wait even to do that, and if there is any objection to my doing so please let me know by the Mail Boat. I assure you I came to work and shall not stop a moment longer anywhere than I am compelled, and if I get a successful entrance I shall not stop until I meet Foote. In the meantime I remain

Very truly and respectfully

Your obedient servant,

To G. V. Fox, Esq^r.
Assistant Secretary of the Navy
Washington.

D. G. FARRAGUT
U.S.N.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. S. "Hartford"
Ship Island, March 5, 1862

Dear Sir:

The "Pensacola" arrived here on the 2nd just in time to escape a severe norther which has now been blowing for nearly 24 hours. Had she encountered it God knows when she would have arrived. They represent the engines as perfectly worthless. The engineer is afraid of the lives of his men, and said it would not run an hour longer—that I will test. I have sent Captain Morris down to the mouth of the river under sail, with orders to get over the bar if possible, and gave him a pilot, but I will be there to help him over, and the moment Captain Porter arrives with his Mortar Fleet, I will collect my vessels (which are pretty close around me) and dash up the river, but I do not wish to make a display before I am ready, as I wish to keep up the delusion that Mobile is the first object of attack. If the "Mississippi" can be gotten into the river, she will be a great help in turning the lame ducks, as well as her battery.

I sent on shore at Boloxi the other day and took a great many newspapers from the Post Office, dates up to the 25th ulto, which contain accounts of their defeats at Donaldson and the surrender of Nashville, and there is a great fear of everything of New Orleans, so that I think they are becoming very much demoralized and there could not be a better time for the blow to be struck by us, and you may depend upon its being done the moment the Mortar Boats arrive.

I will collect all the gun boats within striking distance and replace them as well as I can by sailing vessels. I have directed Captain Craven some days since to take his station at the head of the Passes with the gun boats. I have not heard from there since. I have been waiting here to repair my damages, and for the "National Guard" that had my two 9 inch guns on board, and she and the "Pensacola" arrived the same day. We took the guns in and exchanged the XI" gun of the "Pensacola" for one of the "Niagara's." F. O. McKean has sent the Potomac to Vera Cruz which disappointed me in making her useful in this emergency, for I want her to take the place of vessels which I must have for the River, or as a permanent Store Ship, Hospital Vessel, etc. For the time being I will have to employ all the sailing, and a few of the purchased vessels (steamers) to do the blockading until my work is done.

March 5th, 8 P.M. Since writing the above Capt. Alden has arrived and brings me the report of Comdr. Porter from Key West saying that he will be ready in a few days. In the meantime I will be getting some of the vessels over the Bar. I will do all that man can do to get the Colorado over. I did not think it possible but Alden says it is, and I know his energy and industry can accomplish much when aided by such a force. I am delighted to receive such a force, but believe I would have carried out my promise with what I had. I would have been obliged however to withdraw my ships from other points. I know all the forces of the Confederates from two deserters who came off from Fort Pike. They have seven companies at Fort Jackson and St. Philip. The deserters tell me they are sending every man they can to the Northern Army.

I enclose herewith my general order to show you that I have not forgotten the Howitzers in the Tops. That

I will be able to carry out the wishes of the Department I have little doubt if I am spared, and if I am not, some one will I trust as I shall make provisions for all the contingencies I can. I am greatly obliged for the plans of the Forts, although I had obtained all the information I wanted except the entrances in case I wished to storm it. Permit me to express my thanks and gratitude for your exertions to send me this force.

Very respectfully and truly

Your obedient servant

D. G. FARRAGUT

G. V. Fox, Esq.,
Assistant Secretary of the Navy
Washington, D.C.

[G. V. FOX TO D. G. FARRAGUT]

"Unofficial"

Navy Department
March 7—1862.

Dear Commodore:

I have yours of the 17th inst. from Havana, and have conferred with the Secretary relative to an attack first upon Fort Livingston.

He thinks you should not allow any operation to interfere with the main object of your expedition, the success of which is the downfall of everything else. Moreover, our friend Foote will be ahead of you, if he continues his successses in the West as he is about to move down the river with his iron clad boats and 30 motor boats.

A success at Fort Livingston would cause some delay and might tend to strengthen the other forts, whilst a want of success, as at Fort McRea, would do us most

serious injury. If we fail let it be at the main point, where, if you succeed all other victories are cast in the shade.

Very truly yours,

G. V. Fox

Flag Officer D. G. Farragut
Comdg Westn Gulf Blockdg Squadron
Ship Island.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. Ship Colorado, March 21, 1862

Dear Sir:

It has been blowing a gale of wind the last 2 days from the N^d & W^d—the Mississippi & Pensacola are lightened as much as it is possible to lighten them; they both draw 18 feet, the Mississippi forward and the Pensacola aft—we hope to tip them to 17 feet and tug them over. I will be off with them the moment the wind lulls. General Butler arrived yesterday, I called on him—he appears to have no different plans but will *hold* what *we take*—I'll see him again today if I can land.

My ordnance stores have arrived, which was a great relief to me, also one vessel of coal. I hope others will soon follow, but it should be sent in vessels that can cross the Bar, not drawing over 14 feet or 15 at the outside. If I succeed in this great enterprise, the rest of my work will be easy, but I am fully aware of what I have to encounter, and will endeavor to prepare for it in the best manner; but it is a hand to hand business, and the hardest must fend off; but it is just what I like; something *decided,* comes up to the old saying, "a

golden chain on a wooden leg" or still more likely "Death or Victory." I have no fears but all will do their duty, and if Fortune does not frown upon us, we will be in the land of promise in less than 10 days.

I feel most grateful for your kind wishes and confidence in me, and shall endeavor to merit the confidence and realize the expectations of both my friends and the country. If I *fail,* it will not be for want of exertion, or determination to accomplish, but to some circumstances beyond my control. If I succeed I will have my reward—God grant that we may, more for the sake of my country than myself.

Very respectfully and truly

Your friend and obedient servant

To Gustavus V. Fox, Esq[r] D. G. FARRAGUT

Assistant Secretary of the Navy U.S.N.

P.S. Please present my kind regards to the ladies and Mr. Blair. Respectfully, D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

"U. S." S. S. Hartford.
S.W. Pass. Mississippi.
April 7th 1862.

Dear Sir:

I beg to state that unless the coal arrives soon, we shall be paralyzed. We have been expecting the "Kuhn" for three weeks. I last heard of her on the coast of Florida, where L't Commd'g Drake was taking out coal to land. I shall send after her immediately, and if Lieu't. Drake has done as reported, I shall make formal report on the subject. But for the Army we should not have been able to get our ships over the bar;

and now, have not enough to keep the vessels ready for the river service they have to perform. We are also greatly in want of kedges, and Hawsers. Six kedges of from one to two thousand pounds, ten Hawsers from Eight to Eleven inches. These articles are now of the first necessity after the coal. Please to have the request attended to:

And Oblige.

Your Obd't Serv't

To G. V. Fox Esqr. D. G. FARRAGUT
Asst. Secy of the Navy. F.O.

[The following penciled note by J. Lenthall is written on the back of the letter:]

During the month of March 6 600 tons of coal was shipped to Ship Island, and in the month of April to the 18″ a further quantity of 3 900 was shipped and at that time almost 4 000 tons was loading for the same place. The barge 'Julia' that left Phil. on the 7th March is reported at Ship Island on the 6th and the vessels that left Phil. for Key West from the 6th to the 22d of March are reported to have arrived or to be at Key West on the 2d of April. A coal vessel for Ship Island that sailed on the 6″ March is reported in distress at Key West on the 2″ April.

Flag Officer McKean in a letter of the 16″ April states that he has just sent to Ship Island three vessels with coal. Unless the vessels have been lost at sea there was reason to expect arrival of coal at Ship Island every day—a vessel that sailed on the 14″ Feb arrived on the 2nd April. The Comdt of the New York Yard has been requested to send the kedge and hawsers herein asked for.

Respy J. LENTHALL

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

U. S. Flagship "Hartford,"
Mississippi River, Head of Passes,
April 8th 1862.

Dear Sir:

I am at last able to announce that the Mississippi and Pensacola are over the Bar, thanks to the Tugs and the exertions of Captains Porter and Renshaw and Baldwin of the Westfield and Clifton. We had a strong Southerly wind yesterday, which raised the tide, and they brought the Pensacola over by main force. We are now getting their Stores in with all possible dispatch, and as General Butler has assured me that we shall not want coal as he has 1 700 tons, and we are expecting two Vessels, in a day or two, with 680 Tons, in additions to the Cargo on the Bar, we will be able to move in a very few days.

General Butler says he will come into the River and watch the course of events, and be ready to render any assistance in his power.

One of my first acts, on being ordered to this Service, was to call upon the Fleet Surgeon Wood, to make large requisitions on the Medical Bureau for the proper means of taking care of the wounded, which was done in Hampton Roads—and yet, the Surgeons all tell me that there is not enough material to dress the wounds of 100 men, properly, for a week—I hope it may be on its way, as I have often told you, many are to be hurt in this

attack, and they should be properly cared for. I hope to be at our work by the 15th.

Very truly & respectfully

G. V. Fox Esq.
Assistant Secretary of the Navy
Washington, D.C.

D. G. FARRAGUT

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
New Orleans May 7th 1862

My dear Sir,

I have been detained here by a thousand things pressing on me, but I hope to be off today up the River how high will depend upon the River if it begins to fall I must drop the larger vessels down, but the Oneida with 7 or 8 Gun Boats is at Vicksburg by this time the Brooklyn was at Baton Rouge 2 days ago.

You must send me more vessels, I did not wish our enemies to know the fact but I have scarcely a vessel fit to go out of the River for active service, they are so battered, by getting foul of each other as well as the shot—but in the River they will get along, but before I go to Mobile I ought to have vessel in good condition. The Mississippi is ready to break down by a shot having cut the Braces of the end of her shaft on one side.

The Pensacola has never been reliable one moment except in the action, when she did her duty well—she & the Brooklyn came in to my rescue, much to the annoyance of the crew, who thought that "she had no right to be shoving herself in between us & our enemy"— They said *"scrouging"* in between us— but

I looked to the intention, & as it was to save us from a broken head, I found no fault with them—do send us our vessels kept at Norfolk— I saw a dispatch to day by the Rebels saying that the Merrimac had gotten out and was coming here. If it is so, which of course I don't believe it is an everlasting disgrace to the Navy. We have taken care of our own rams & I think it hard to impose those of other places on us— I am now after one up the River, before she is finished. The last news was that they were blocking up the channel to Mobile —by sinking vessels— I shall push down there as soon as I get back from up the River. We have possession of all the Forts except Mobile & Pensacola. Give me the vessels & I will soon close the blockade, from the Rio Grande to St. Andrews Bay—but nearly every Gun Boat must go into a Dock yard for repairs.

The large ships except the Mississippi will do very well, with our own repairs,—they are each cut badly under the counter but not so near the water line as to interfere with anything, but may leak a little— I have an account drawn of every thing now— You may ease up on the coal a little as our supply is very large & in the River the consumption is less than outside.

Very truly & respectfully

D. G. FARRAGUT

U. S. Navy

[G. V. FOX TO D. G. FARRAGUT]

N. O. captured
April 24, 1862.

Navy Department
May 12, 1862

Flag Officer D. G. Farragut
Western B'g Squadron
My dear Sir:

Your unparalleled achievements are before the country and gratefully acknowledged throughout the breadth of the whole land.

I am sure I have never read anything equal to it. Having studied up the localities and defenses in conceiving this attack, I can fully appreciate the magnificent execution which has rendered your name immortal.

The rebellion seems caving in all around and I think we will have very little difficulty in taking the whole coast. The only anxiety we feel is to know if you have followed your instructions and pushed a strong force up the river, to meet the Western Flotilla. We only hear of you at Baton Rouge. The opening of the Mississippi is of more importance than Mobile, and if your ships reach Memphis in the next few days Beauregard's army is cut off from escape. We listen most anxiously for word that your forces are near there. What could have kept that Kensington so long from you? Somebody on board must be in fault.

I will write you again in a few days, in the meantime believe me how happy I am at having relied entirely

upon the Navy to capture N. Orleans. I maintained it and the country is satisfied with the result.

Sincerely yours, G. V. Fox

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
May 17 1862.

Flag Officer
D. G. Farragut
My Dear Sir:—

In last night's New York papers it was stated in Natches and Cairo that your squadron had returned to New Orleans, instead of continuing up the river to Memphis. This information may not be true, but the probability of it has distressed the President so much, that I immediately dispatched the Dacotah from Hampton Roads by telegraph to proceed with all speed to notify you to carry out the instructions of Jan 20th marked confidential. So soon as we heard of the fall of New Orleans we notified Foote and Halleck that you would be in Beauregard's rear at once; and we learned with great pleasure that a division of vessels started from New Orleans on the 26th and a little later we heard of the capture of Baton Rouge, and later still that they were near Vicksburg, and yesterday that they had *returned* to New Orleans. This retreat may be a fatal step as regards our western movement, since an advance to Memphis would have been the means of forcing Beauregard to fight or retreat, besides capturing all the enemy's gun-boats which have already made one attack upon our western flotilla, and are preparing for another.

We hear of their fortifying the river with the utmost expedition, to prevent your ascent, and you may now find formidable obstacles which you would not have done, after the panic created by your magnificent dash —but still it is of paramount importance for you to go up and clear the river with the utmost expedition. Mobile, Pensacola, and in fact the whole coast sinks into insignificance compared with this. The first question we asked Bailey was how many ships you had sent up. He said "None." I said "Impossible the instructions were positive, and founded upon the probability of a condition of things which has happened exactly as anticipated, and the carrying out which will be the most glorious consummation in history." He said, he thought you had *forgotten* them. I have hardly slept since, especially as three weeks have passed and nothing except a return is rumored. I send this by a fast boat chartered for Ordnance stores and she may reach you before the Dacotah with the telegraph.

At any rate there is not a moment to be lost in the Mississippi.

Very respectfully &c

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
Baton Rouge. June 12 1862.

Sir:

Before leaving New Orleans I informed the Bureau that I had sufficient coal and that I should not want any more sent out during the next month. We still have plenty on hand but I find great difficulty in having it

sent up the river. I am urging Cap't. Morris at present to try and charter a sea going steamer to bring it up to us by the five or six hundred tons, and if he can succeed in procuring one, she together with the "Tennessee" may keep our vessels supplied.

The river steamers have no accommodation for carrying coal, and the Masters of the coal vessels positively refuse to be brought up the river as they are liable to be fired on from every bluff. In fact I am obliged to give convoy to every unarmed vessel that goes up. Our last information from above, Vicksburg papers of 5th 6th & 7th inst., state that Beauregard has fallen back from Corinth to Kollonna and that it is their determination to make a final stand at Vicksburg. The Wissahickon and Itasca were very roughly handled at Grand Gulf, but ultimately drove the enemy off.

The mortar boats leave New Orleans today and I shall leave here perhaps to morrow with the Army to commence a succession of attacks on the various bluffs between this and Vicksburg, before which place I will arrive as soon as possible.

As I before stated the Gunboats are all in a dilapidated condition & unless more vessels of that class are sent out for this duty I fear we will have great difficulty in carrying out the views of the Department, particularly as fever, dysentery and diarrhoea are beginning to affect our officers and men seriously. The Pay Master of the Kathadin died a few days since making the third Paymaster we have lost and a number of the officers and men are quite sick so that we will require officers of each grade to fill the vacancies.

Very Respectfully Yr. Obt Servt

G. V. Fox Esq.
Asst Secty of Navy
Washington, D. C.

D. G. FARRAGUT
Flag Officer
West. Gulf Squad.

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
September 9, 1862

My dear Admiral

We have all your dispatches by the "Rhode Island" and I thought I would drop you an unofficial note by the "Potomska," to let you know of the "Situation." Our armies have been out generalled and the rebels are in Maryland in force. McClellan has moved up the north bank of the Potomac with 100000 and before the Potomska sails we shall know the result. The position here is about what it was when you left and the Potomac again full of gun-boats. Wilkes is to be sent into the West Indies with a flying Squadron composed of Seven Steamers, in the pursuit of "290" and the "Oreto," rebel privateers. We have our navy yards, filled with broken down vessels, and we know your wants and will exert ourselves to help you, but the more we send, the more they seem to come back. The Adirondack, a 14 knot steamer, is a total loss. The Ironsides is nearly ready, and is a success.

The first new Monitor will be ready Octo. 1, others will come out during that month. Their first strike must be Charleston, where all the munitions go for the use of the rebels. I notice you speak of Mobile. We don't think you have force enough, and we do not expect you to run risks crippled as you are. It would be a magnificent diversion for the country at this juncture, but act on your own judgment and do not give way to any unnecessary risks. We only expect a blockade now and the preservation of New Orleans. I hope you will have a fine depot at Pensacola, using the Potomac,

Vincennes, and Marion for store ships, guard ships, or hospitals rather than send them some. One of them will do for Mobile when it is taken, and the others for any other port.

We will give you all the mechanics, machinery, or anything else you require. It is a dark time for us just now and the country asks for another naval victory, but my opinion is that *wood* has taken risk enough and that iron will be the next affair. We shall triumph I am sure of it, thanks to our gallant Navy. Shall we continue sending you more men? We are now shipping faster than usual, though most of them are lands-men, but of a superior class. I think most of the Soldiers from the Southern Country are in Kentucky and Virginia.

Truly yours,

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
Pensacola Bay Oct. 11th 1862

Dear Sir:

I have rec'd your kind letter, & I agree with you, that this is the time for a diversion, by an attack on Mobile. It is impossible to prevent these fast steamers from running the Blockade in very dark nights. You are lying still, & the vessel is upon you before you see her going 12 or 14 knots & before you can get your men to aim a Gun she is past you, if you hit her, it is all up with her but, the chance of hitting is small under such circumstances. I have no doubt that Capt Preble was perplexed between the risk of firing into a British man

of War, & letting a Rebel pass—& he hesitated 3 minutes too long—the firing was very bad, but the Rebels say they struck the vessel several times, killed one man & wounded several— Most of her crew were down with the fever & she still lies in quarantine at Point Clear— Preble had only recently joined the vessel but as he says, he was perfectly surprised when he saw his shells flying over the Steamer, but they all struck this side & ricochetted over her.

I have another case which I am now bringing under a court of enquiry—the sailing of the Cuba which has arrived at Havanna from Mobile— Woodworth in the Jackson rec'd orders from Alden & myself to go up to Petit Bois pass to assist in capturing the Cuba or some steamers seen there. He comes up & writes me word that he passed 2 steamers in the Sound, & never took notice of them, but thought they were going to Pascagoula & when he went back, after reporting to Alden he says he did not see them, & thinks it was a mistake, the fact was as I told him, they were bound to sea, & had probably gone there today Capt Hunter of the Montgomery reports the Cuba & Clio in Havanna—I shall therefore have a Court of enquiry on Woodworth.

You distress me by taking from me such men as "Crosby"— I send home by "Rhode Island"—Thornton Crosby & Blake; (& Swasey was killed) & must supply their places by Boys, ardent, but totally inexperienced.

I feel no fears for New Orleans & never have. If we could take it from them, when they held all the vantage ground, of Forts, Fleet of Iron Clad Batteries & 14 Rams & an Army at New Orleans. How can they take it from us when we have all those advantages & our Fleet in the River! When they have nothing, but our

fears to operate upon! They have tried all sorts of lies, to frighten us—& I am sorry to say they succeed very often. At Mobile it is different they have 3 or 4 Iron clads in construction & no doubt they would be very formidable in shoal water, where our ships can not operate—but let them come outside of the shallows, & I flatter myself I will show you how far wood can stand against iron—particularly any thing built in shallow water. But my whole time is taken up repairing vessels—my own ship however is always ready to move up the River the moment my services are required. I understood indirectly that the President did not like my coming out of the River—but the moment the Arkansas was destroyed there was nothing to keep more than 3 ships & 3 Gun Boats & but for the trade 2 would be sufficient. It is very hazardous cruising running up & down the River, as they occasionally kill an officer as they did young Swasey of the "Sciota" the other day.

I don't understand why you send me the Colorado, but I suppose that is to look out for the outside enemies —for I want a vessel like this, of a draft that I can run any where, my presence is necessary, vessel that Bell has in the Pacific is the one I ought to have, or I should say, such a one—that combines light draft with accommodations for a Flag Officer. I can not afford a Staff if I wished it, ever so much— I have every Boy called in to requisition now to supply the vessels—but if I cannot get the right kind of men I dont want any, they only embarrass me. I want a smart Pay Master, for looking after the supplies.

I remain very respectfully

D. G. FARRAGUT

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
November 7th, 1862.

Dear Admiral:

I have your letter from Pensacola. It is of course imperative that we take such men as Crosby from you. He and Guest come home to take an iron clad. There is no way of avoiding it. The Colorado goes to you for what the Army people call a "base of operations." You want such a vessel as headquarters for so large a squadron, moreover the French are assembling a large force in the Gulf and your Flagship ought to be the best in the service. Your people seem to be doing agreeable service down on the coast of Texas. An army force is preparing on a large scale to move into and take possession of that country. The iron clads that were to have been done in August are just beginning to come out. After cleaning out the enemy in the Atlantic we shall send them into the Gulf. In the meantime so hard pressed are the rebels that it is a matter of the greatest importance to maintain the blockade. The rebels are threatening to force it at Charleston or Mobile as their army cannot exist in Virginia this winter without external aid. Smith goes to Pensacola Yard to make an organization which will relieve you somewhat in matters of detail. Your fighting Captain Bailey relieves Lardner who has the Yellow fever. The raid of "290" has forced us to send out a dozen vessels in pursuit. The papers say The Oreto is fitting out.

Very truly yours,

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g. W. Gulf Blockdg. Squadron.

[D. G. FARRAGUT TO G. V. FOX]

Semi-official

Flag Ship Hartford
New Orleans Dec^{r} 23^{d}. 1862

Dear Sir:

I rec^{d} your kind favour of the 7th today by way of Pensacola together with the rest of my mail by the "Supply." You will therefore perceive that those letters are nearly 6 weeks old. I wish the Dept. would send my communications direct to New Orleans, I always receive them in 10 days at furthest, let me be any where on the River, or at Pensacola. In reply to your remarks in relation to the Rams etc in Mobile Bay, I can only say that I may by my hard headedness receive a severe trouncing, but Secesh shall never frighten me off the track by their false reports— I have the best information respecting Mobile Bay—they have finished one of the Rams at Selma but still want 8 feet water to launch her, the other is not near finished. Mobile can be taken at any moment, & by the Wooden Ships, whenever I have 1500 or 2000 men to threaten Gains in the River but my implied orders, (I have no others) are to assist the Army to attack Port Hudson & Vicksburg, & I am all ready— I shall attack it with the 4 ships—& several G. Boats. The Generals orders, which he showed me & gave me a copy of such parts as related to the Naval Cooperation—implied, that that assistance was to be given, & it will be promptly done. But had I my own way, it would be to attack Mobile first & then have my whole available force free for the River & Texas & the Rio Grande.

My greatest distress at this moment is the want of funds. I have borrowed (25000) twenty five thousand dollars from Genl. Butler & that is gone & unless money arrives very soon I shall be compelled to draw on the Dept to pay the laborers. The men in the Mortar Boats are still without money on accounts & clamorous to be discharged as fast as their times expire —their case has been a hard one.

I have left Commodore Hitchcock in command at Pensacola & the Blockade. His machinery is almost useless, but the appearance of his ships off Mobile will be a lash so he must be there until we are ready to relieve him.

We have a small fleet of steamers in the Atchafalya under our Officers, fitted out by the Army, & Genl. Butler intended to turn them over to me, they will enable me to carry on the work in the shallow waters, so soon as I have men & get along with the heavy work up the River—I will put them in the Red River & clear it out so soon as I get above Port Hudson—which I hope will be in a week or two, the moment the Army is ready we will be there.

I think there must be letters of Instructions on this subject on the way for me, as they are alluded to in the Gen[l]. orders but I trust that I will never want instructions to aid in the great work where there is an opening.

The troops are going down to Galveston one vessel load have gone already—but they will only send one or two Regiments until the River work is done.

Men are much wanted in the squadron, I have to rob one side for the other as I need their services in or outside the River, of both Officers, & men. I said I regretted the taking my officers away, & Lt. Comdr. Temple has just gone, but I do not complain when either the Govt or the Officer is benefitted, I hope I

have patriotism enough for that, but you will see the injustice, of gratifying one Comdg. Officer at the expense of another, by withdrawing his best officers, for all officers have their value in a squadron, which is generally admitted; but as I have said before, I shall always do the best I can with the means given me, & hope the Dept will never have cause to complain of the results.

Believe me very respectfully & truly

D. G. FARRAGUT
R. A.

to Assist Sec'y
Gust. V. Fox
Washington.

[G. V. FOX TO D. G. FARRAGUT]

Navy Department
February 6th, 1863

Dear Admiral

The Galveston disaster is the most melancholy affair ever recorded in the history of our gallant navy. Five naval vessels driven off by a couple of steam scows with one gun which burst on the third fire and the attack made by soldiers, our prestige is shaken. The worst feature has followed I am afraid and occasions the Government services embarrassment viz, Lieut Commander Law after being driven out voluntarily abandoned the blockade. If Bell had immediately pushed in and retaken the city no questions could have arisen— As it now stands it is a most awkward affair and if taken up by foreign governments before we get possession again it will lead to most serious trouble entirely owing to this officer not understanding the subject. The whole effort of the rebels now is to raise the blockade of one port by force which according to international law requires the

establishment of the blockade "de novo" and the usual notice.

If the Harriet Lane has got out it will add materially to our embarrassments. I presume Galveston cannot now be taken by ships. Law and Wilson are ordered home provided you cannot exchange them with some officers on board the store ships or sailing vessels. We do not want them here but the first by raising the blockade and the second by neglecting to put a shot or two through the Harriet Lane have given this Department and the Department of State enough to do for the rest of the war. Bell has not helped the matter if there was one chance in fifty of his retaking Galveston on his arrival. The blockade was raised at 9 P.M. of the first. We have no evidence when it was again put in force by a man of war reaching there.

Very truly yours

Rear Adml. D. G. Farragut. G. V. Fox

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
February 7th—1863

Dear Sir:

Since I wrote you yesterday the Secretary has determined to give you directions to court martial Law and Wilson. The reports coming in with regard to both of them render it imperative that they shall be tried or the navy is forever shamefully disgraced. I enclose you slips which show the arguments with regard to raising the blockade. The Charleston matter is probably trifling if not altogether a hoax but it has brought up the

question of blockade. The raising of the blockade at Galveston is hardly known to the people but it is the one which is likely to give the Government much trouble unless the port is taken possession of. The Government are discussing the matter therefore I can give you no advice in the matter. I can only tell you how much embarrassment is caused by Law's panic and the neglect of Bell to retake the place. The army officers present at the sad affair say that the rebels were retreating from the place when the Owasco herself backed out and fled, one man killed.

Very respectfully

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g W. Gulf Squadron, New Orleans.

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
February 28th, 1863

Dear Admiral

Du Pont will very soon be at work against the enemy with the Iron Clads and if anything is left of them they will go directly to you in sufficient number to enable you to complete the possession of the Southern ports within your command.

Dahlgren will command sending the ammunition to Pensacola as the nearest Depot. No time can be fixed for their coming as it depends upon Du Pont's movements, but he has been directed to use great dispatch in

getting them to you. When you hear of the fall of Charleston and Savannah look for their coming.

Yours very truly

G. V. Fox

Rear Admiral
D. G. Farragut
Com'd'g W. Gulf Block'd'g Squadron
New Orleans La.

[D. G. FARRAGUT TO G. V. FOX]

Private

Flag Ship Hartford
Off New Orleans, March 7. 1863.

Dear Sir:

It was my intention to have passed Port Hudson to night, but the Fates are against me— The Essex and Winona have both broken down and had to come down to the Machine Shop for repairs— Gen. Banks objects to my going up without leaving a sufficient force at Baton Rouge for the protection of the transports at that place. So that as I have nothing but the Essex and Sachem to leave behind, besides the Mortar Boats, I am compelled to wait until the Essex is repaired, which will be day after tomorrow. I will attempt the passage with this Ship, the Richmond, Mississippi, Monongahela and 3 Gunboats, Tennessee, Kineo, Albatross, these are all I have. I hope to catch the boats at work on the Indianola, and if they do not get into the Red River before we get up there. I think there is but little doubt but we will secure the whole party.

I was much grieved that Porter should have allowed the Boats to come down one at a time—but I confess

that the capture of the Indianola by two common river boats with no one killed has astonished me, I never thought much of Iron Clads but my opinion of them is declining daily. At any rate I am willing to do the little fighting left to me as I told you before, in the wooden ships.

The country is wonderfully demoralized, I do not know what to make of it—we do not fight, and it is only necessary for the enemy to spread a report that they have a few more troops than we have, and there is no such thing as getting a fight out of our people—and a few days report that the enemy is going to attack our Boats with a Cotton barricaded River Boat, with a few hundred men and they begin to talk over the chances of the enemy's success, and they soon arrive at the conclusion that we must be captured.

Poor Renshaw was a melancholy instance— I wrote him several letters to try and stimulate him to a sense of duty, but it only made him and his officers hate me, without attaining the result— But thank God! we do see the effect of a strong will occasionally, when the right man is in the right place the thing is different— I do not expect miracles, I only wish to see men do their duty to their country, and to themselves— Blake did his duty like a man, his vessel was a frail vulnerable thing, but he struck the Alabama twice to her once, and could he have boarded her, I believe he would have carried her—no one would have led his men better than Henry Porter—but the Alabama had every advantage, and as Blake suspected the vessel he ought not to have lowered his Boat—until he was satisfied of her character, that was his only mistake, but it was a most natural course.

When Abner Read first appeared off Sabine Pass, the Rebels said we will soon have *those fellows*—but they

soon saw the man they had to deal with, he tried every way to get at them, but in vain, the water was too shallow and now they say they are afraid to attack 2 Gunboats—it is because they see the determined will to attack them.

I hope to leave tomorrow for Baton Rouge—

Respectfully And Truly Yours

To G. V. Fox
Asst. Secty. of the Navy
Washington, D.C.

D. G. FARRAGUT
Rear Admiral

[D. G. FARRAGUT TO G. V. FOX]

United States Flag Ship Hartford,
Below Vicksburg March 27th—1863.

My dear Sir:

The misfortune of my vessels not passing Port Hudson, has placed me in a great strait. I found myself between Port Hudson & Vicksburg, without vessels to perform the duties which I came to execute, except for a most limited period. I accordingly came up here to see if Porter would not furnish me the desired four, say 2 Iron clads & 2 Rams. The Enemy have nothing but the 2 Rams, Queen of the West & Webb & have 2 River Boats with cotton Bales for the purpose of Boarding our Gun Boats—so that the four I ask I think all sufficient—he informs me that he cannot let me have them at present thinking that a Battle will soon occur off in the Yazoo that will require his whole force; but I judge from my conversation with Genl Grant that, that Battle is for the present indefinitely postponed & I still hope that Porter will send the Iron Clads & Rams down to me. I can remain there a short time, but with

my extensive command below & on the sea Coast it will be out of the question for me to remain in this isolated position long. I deeply regret the loss of the Mississippi, but it is one of the chances of War if the Pilot had kept the Battery shore aboard his ship would not have grounded nor yet would she have been so crippled— My ship suffered very little comparatively—

Alden it appears only lost 3 men killed & 7 wounded, had not McKinstry been wounded no doubt his vessel would have come through as she is not reported much injured—his 1st officer was very young & inexperienced— The Gun Boats that were not necessary to conduct the ships back should have come through, & then I would have had four, enough to have performed the duty at Red River, but man proposes as the old saying is, & God disposes. I thought that the Dept & the Country expected me to come up & retake the Queen & Webb, I felt that I ought to make the attempt & believed it perfectly feasible it proved unfortunate & I regret it, but still I think I did nothing more than my duty & hope the Dept will give me credit for good intentions & so far as my precautions & exertions were concerned, well executed—a perfectly chance shot, stopped the Richmond, but bad Piloting lost the Mississippi, the others I do not yet understand but I supposed fell back with others not knowing exactly what to do— On the way down I will try & effectually destroy the Indianola, so that the enemy may not get her in the surrender & fall—& then spend 5 or 6 weeks at Red River mouth & then attempt to Run the Batteries at Port Hudson & rejoin my command.

Very truly & respectfully Your obt servt

To G. V. Fox Esq. D. G. FARRAGUT

Assist Secty. of the Navy. R. A.

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
April 2, 1863

My dear Admiral:

I got your letter of the 9th and the next day we heard through Richmond about the true state of the case of your passing Port Hudson. The President thinks the importance of keeping a force of strength in this part of the river is so great that he fully approves of your proceeding; always provided you and Porter manage to hold on to it. He is rather disgusted with the flanking expeditions and predicted their failure from the first and he always observed that cutting the rebels in two by our force in the river was of the greater importance. Grant who I judge by his proceedings has not the brains for great work, has kept our Navy tailing through swamps to protect his soldiers when a force between Vicksburg and Port Hudson, the same length of time, would have been of greater injury to the enemy. This is not Porter's fault for he had the true idea at first, but his pet Ellet, and Brown his nice young man, kicked over the plan and set us back three months.

All your brave fellows, that you left in the smoke at Port Hudson, behaved nobly, did their best and deserve and will receive praise. Smith immortalized himself. The President says look out or Grand Gulf will be as strong as Vicksburg. No particular orders can be given to you only I pray you take care of yourself and get back as soon as you shall deem it best. As soon as DuPont finishes matters, a strong force of Iron Clads

will go directly to New Orleans, where we shall send munitions, as well as to Pensacola. The "Queen of the West" and "Webb" have gone down the Atchafalaya after Wetzel. The Country has settled down into a determination to go through this war at all costs and at every sacrifice.

Very truly yours

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g W. G. B. Squadron
New Orleans.

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

United States Flag Ship Hartford.
Above Port Hudson, April 22nd, 1863.

Dear Sir:

I received your unofficial letter across the Peninsula in front of Port Hudson—

I shall be ready to go to work the moment I get the Iron Clads but my wooden ships are now so much used up that I fear we could do but little with them, still they will render some service I hope.

Situated as we are we constantly hear reports of all kinds, but place little reliance in any of them— The last report is, that five Gun Boats have passed Vicksburg,—if I had half of them I could effectually cut off Vicksburg and Port Hudson from their supplies,—they say that we are starving them now, and yet I am unable to prevent the crossing of cattle and hogs at and above Natchez—my force is so small that I must keep it together, as the enemy appears determined to capture

us, which we hope to give them some trouble in accomplishing.

I am now awaiting the movement of General Grant down the Bayou Macon—if he is successful—the moment Porter's Boats and Grant's Troops make their appearance I will communicate with General Banks and try to persuade them to attack Port Hudson simultaneously from above and below, and the Rebels—with their stomachs in their present condition will not hold out many hours— They have been on half rations for some time—they can get no provisions by the River and all that they do get have to be transported a considerable distance by land, and there is a great scarcity all thro' the country on the East bank of the Mississippi.

We have also heard from Negroes that all the Steamers passed up Red River to Alexandria on Thursday last—that the "Queen of the West" was captured by us in Grand Lake—and that there had been a severe fight on the Teche in which the Rebels were badly beaten. I sincerely hope that this is true for I would like to see our Soldiers doing *something*. Our great difficulty is that one or two Negroes (sent for the purpose) will convince our Generals that the enemy is too strong for us, and then, an attack is out of question— The enemy has literally whipped us by this species of deception. I always ask them "why don't you go and see for yourself,"—make a reconnaissance in force—or in other words make a fight.

I found that it was out of my power to try Lieut. Comdrs Law and Wilson, by Court Martial, for some time to come, so I directed Commo. Morris to send them home—particularly as I was told that the officers and men of the "Harriet Lane" had been sent North.

Pray do not let those officers at Washington be changing our uniform every week or two. I think there

should have been but one change made—as you made a new grade it would have been but right to make a uniform for it, and I wish that uniform had been simply a broad stripe of lace on the cuff—say an inch and a quarter wide—with a narrow stripe of a quarter of an inch above it, and a little rosette with a silver star in the centre.

The star is the designation of the Admiral and therefore should be visible— The other uniforms were all well enough—but this adding on stripes until they reach a man's elbow, appears to me to be a great error. In the first place you must count the stripes to ascertain the officer's rank, which at any distance is almost impossible and I presume the object of uniforms is principally for the purpose of recognising the grade in order to pay the honors due on all official occasions. It appears to me however that the object of the present change of uniform is to blend the grades as much as possible, or in other words to avoid distinctions. If such is the case bring us down to the simple blue coat with Navy buttons, but if the grade is to be marked, let it be distinct and unmistakable.

My rule through life has been to vote against a change in uniform, *but when one has to be made,* make it as good as I could, that is well suited to the necessities of the services—easy to procure—not expensive—easily preserved—and the grades distinctly marked.

Yours very truly and respectfully,

G. V. Fox
Asst. Secretary of the Navy
Washington, D. C.

D. G. FARRAGUT
Rear Admiral

[G. V. FOX TO D. G. FARRAGUT]

Private

Navy Department
July 10, 1863.

Dear Admiral:

I congratulate you upon the final opening of the Mississippi. You smashed in the door in an unsurpassed movement and the success above became a certainty. We do not forget that you and Davis met at Vicksburg a year ago and that five thousand troops which I vainly asked of Halleck, (three times that number were lying idle at Helena under Curtis) were denied and a years fighting on the flank of that river is the consequence. Your last move past Port Hudson has hastened the downfall of the Rebs. The President with his usual sagacity predicted it the moment you were by. Some of the *young* officers only saw in it a rash act. We have no orders to send at present. We know not what the movements of the Army are to be. I wish they could give you the troops you have so often asked for and with Porter and his Iron Clads an attack be made upon Mobile. It would finish up the fighting in the Gulf and fill your measure of your duty to the Flag. Lee's army has escaped us here because our council of war was divided as to attacking and though we were three to one and his army reduced one half and thrown upon a swollen stream yet he was permitted to cross though it required twentyfour hours to do it. The destruction of that army would have ended the military power of the South.

We hope soon to welcome you here where you will find a nation ready to acknowledge how well you have

performed every duty imposed by this unfortunate rebellion.

Yours very truly

G. V. Fox

Rear Admiral
D. G. Farragut
Comd'g W^t B Squadron

[D. G. FARRAGUT TO G. V. FOX]

Willards Hotel
Sept. 13th, 1863.

Dear Sir:

I made my arrangements to be back in New York on Monday if not prevented by the Dept & as Mr. Welles said he had no reason for keeping me any longer I told him I would leave this evening should my presence be necessary a line from the Dept will find me at Hastings on the Hudson— I will take a look at the ships occasionally at the Yard— I see by todays mail, that a man who deserted from Albatross & went over to the enemy at Port Hudson has been caught at the Rio Grande I hope they will Court Martial him, & I feel sure he will be hanged—& it will be a good example to the Squadron.

Very respectfully & truly yours

D. G. Farragut
Rear Adml.

To Mr. G. V. Fox
Assist. Secty of the Navy.

[D. G. FARRAGUT TO G. V. FOX]

Astor House, N. Y. Oct. 19th, 1863.

Dear Sir:

I recd a letter from Commodore Bell, yesterday, informing me of the state of things in the Squadron

generally, a great number of the vessels have been repaired there and there are 9 undergoing repairs. Information from deserters recently reports that they are preparing for a vigorous defense of the Forts at Mobile Point & the Com°. says that as he understands several of the Monitors of Admiral Porter's Fleet have been finished suggests that they could be sent down the River & do effectual service in the attack upon Fort Morgan— but what the Como. complains most of, is the want of vessels of light draft to comply with the requisitions of Genl Banks in Berwicks Bay since the loss of the Clifton & Sachem, he has no vessel to send them except the little Hollyhock which I bought exclusively for a tug in the River, I must keep some vessels for that purpose. Will the Dept please to send the first vessels under (8) eight feet draft to the western Gulf B. Squadron. I should think Admiral Porter could supply vessels of that draft for Berwicks Bay, but have none, unless some of the prizes can go in there—but they are so exposed that one shot will destroy them— I will continue to look after the repairs of the vessels of my squadron as well as the progress of the outfits of the new vessels, it seems to me that there are many vessels here that will suit the shallow waters of the coast of Louisiana & Texas. I will get their names & let you know some of them. I am very anxious to get out to my station, as I perceive that Genl Banks is beginning to take the field, & it may be in my power to render him assistance, but as I now understand the matter he is on Porters Beat— rather than mine & he has ample Boats to give him every assistance.

I wish to run on to Washington before I go to consult with the Dept as to the future operations. I sincerely hope to hear something good from Charleston very soon. I am glad to see that you are going in for

the Broadside Batteries— The turretted monitors are very well, for slow deliberate firing, but there is nothing could stand the fire of 12 or 15—two or even 100 lb Parott, & for ships fighting the smooth Bore is the best as they will fire so much faster— The great difficulty appears to be to manage the Monitors—they tell me that they will not steer, the moment they stop the Propeller, but all these things will be corrected by degrees & they will always be great things for Harbour work. The greatest difficulty I have seen in them, is how to work them when they get on shore, there appears to be no facility for getting them off & working on them, they should have at least 2 capstans, one at each end.

Please think of the light draft, double enders now building & send them to me.

Very respectfully Yours

G. V. Fox Esq.
Assist. Secy of the Navy.

D. G. FARRAGUT

P. S. I am very much obliged to you for the good feeling manifested in relation to the kind reception in New York.

D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

Astor House
Nov. 30th, 1863.

Dear Sir

I have received your note of the 23d. in relation to the light draft vessels, I have seen Admiral Gregory, on the subject of purchasing, arming, and protecting them with sheet iron against musketry, which is all we can do with them and have requested him to get them off as fast as possible. I am much relieved to-day by the news from Texas, as Lieut Comdr Stillwell informs me that

the last despatches from Genl Banks, assured them there were no soldiers able to offer the slightest opposition to him nearer than Franklin, and the probability was he would be in Galveston, before reinforcements could be sent to that place— Oh, that I was only there to assist him in the recapture of that Port! but Mr. Stillwell further informs me nearly all our steamers are in N Orleans undergoing repairs, it would be worth a mint of money to have the necessary appliances at Pensacola for the repairs of our ships—with these light draft vessels along the Coast we will be able to communicate and cooperate with the Army almost the entire Coast of Texas— I was at the Navy Yard today and found the Hartford was coming out of dock and that all parties appear to think she will be ready for her crew by Friday or Saturday, I would therefore suggest if the Dept wishes me to visit Washington before my departure south the sooner I am ordered the better as I hope to be able to sail in ten days at furthest if no new difficulty should arise.

Very respectfully and truly Your obt sevt
To G. V. Fox Esq. D. G. FARRAGUT
Assistant Sect of the Navy. Rear Admiral

[G. V. FOX TO D. G. FARRAGUT]

Unofficial

Navy Department
30 December 1863

Rear Admiral D. G. Farragut
Astor House, New York

Dear Admiral:

I was sorry not to have seen you in New York at the Dictator's launch. If you will recommend two or three

young men as acting Ensigns for special duty on your Staff the Secretary will confirm them, and they need not be sailors but will act as clerks and be discharged when that duty terminates.

The vessels and officers you wrote for will be sent to you. It is expected that the Niagara will go to Hampton Roads on account of the ice and you can touch there and get some of her crew. Don't forget to write all about Mobile and the number of iron-clads you will require for the work. It looks as though the "Onondaga" and "Tecumseh" would not be ready before March. Unless we can ship contrabands and rebels we shall be ashore about men. There are but 49 Seamen available at all the ports.

Truly yours

G. V. Fox

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

United States Flag Ship Hartford
Jan. 3d 1864.

Dear Sir:

Your unofficial letter of the 30th has been received. Like yourself I was greatly disappointed at not seeing you; but I arrived a few minutes too late for the Launch, as she took us all by surprise and went off without permission.

Your word would have settled the question and we would have been ready and off by this time, but we are making the transfer and I hope will be off this evening or in the morning.

You speak of the "Monitors I will require at Mobile"—I reply—"just as many as you can spare; two

would answer me well, more would do better. I wish them to lie in the Bay after passing the Forts, as well as to have their assistance in passing." The great difficulty I see in the matter is to get them down there. I will look to manning them with Gunners, if you will send the Force in landsmen. We can soon train landsmen to the guns—a few sailors to manage *hawsers,* take the lead, & steer the ship is all we want.

I think we might get some of the Monitors from Porter if they are idle, and I am told that some of them are finished. We must get some of his light draft Ironclads for Texas, if Gen. Banks has not already taken Galveston.

With very best wishes for your health & a successful winter campaign

I remain very truly your obt servt

D. G. FARRAGUT

R. A.

P. S. Present me to the ladies & Mr. Blair.

Yours truly D. G. F.

[D. G. FARRAGUT TO G. V. FOX]

United States Flag Ship Hartford.
Pensacola Jany 18th—1864

Dear Sir:

I arrived here yesterday morning (Sunday) found them all in a Ram Fever. They have all the information here from the refugees who come in daily by 10s & 20s —from Mobile & the surrounding country—who state that Buchanan is trying to get his Ram the Tennessee over Dog River Bar & hopes to destroy all our Fleet & then attack Pensacola & destroy the vessels there—God

willing we will prevent him if possible. On my arrival at this place I found that the Richmond was the only ship off Mobile & six of the smallest Gun boats I found here, 2 for repairs, the Albatross & Kennebec for coal & some light repairs. I learned that the Colorado was off the Balize, therefore dispatched an order to Admiral Porter to know how soon he could send me the 2 Monitors said to be finished & stated the facts of the case—& I am now going off Mobile myself to learn all about it.

Very truly & respectfully

To G. V. Fox D. G. Farragut

Assist Secty of the Navy.

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
Off Mobile Feby 8th—1864.

Dear Sir.

When I left N. York, they told me that 4 of the light draft vessels, purchased by Admiral Gregory, were ready for sea— It is now one month some days since I sailed & not one has yet arrived— I am greatly in need of them as I am now keeping up the delusion of our attack upon Mobile to favor the plans of the Army— They, the enemy, certainly believe the attack will be made & are preparing for it— We picked up 8 deserters from the Gunboats on the 1st Feby—who say that they are increasing their force at Mobile, that they have at least 20,000 men there. I dont believe in their figures—

The people are all very much frightened in Mississippi Sound—think they are to be attacked—I suppose because that is the main Road to Mobile— Admiral

Porter has been very prompt in sending me the Boats from above, but he forgot that they were to be used in salt water where the worm bites worse than any where in the world, & they must all be covered with copper or yellow metal before they leave New Orleans—I am covering one now to go into Berwicks Bay, & I have required the metal for the others & as fast as it arrives I will hoist them and copper them— They are too top heavy for the sound but will be first rate for the Bays or on the coast of Texas & Pontchartrain—I have four of them— I have a number of sailing vessels & can do nothing with them but turn them into store vessels & colliers. I shall put the Ordnance stores into some of them & send the Sportsman home— By the way we want some one here who has different views from Como. Smith—he has been so imbued with the idea that this yard is only temporary that it is difficult to get any thing done— It must be our depot & my Head Quarters will be here until I take the Mobile Forts, which I trust will be soon. I will try it the moment the Dept say the word or the Army will aid us with 2 or 3000 troops—but the new arrangement of the Army has reduced me to a Blockade Squadron again until they are ready for Mobile or the coast of Texas—but I will have the Mortar Boats in the Sound & clear out the Fort in Grant's Pass if I can— The Deserters say it is a very strong casemate with 6 heavy Guns covered with rail Road Iron but we will see what it is made of in a day or two.

Feby 10th.

My Boats start for the Sound tomorrow—but I am almost paralyzed for want of light draft vessels, to work inside— I heard today from a refugee Engineer who has been on the rail Road that not more than 10,000

men can be in Mobile, but more are coming, that they certainly expect an attack. Higgins is in command at Fort Morgan & has violated his parole with all his Regiment from P.H. & is all ready for a run if we succeed in getting the better of them— Oh what beautiful weather we are losing in this country—we have not had an unpleasant day since I arrived out.

13th.

We continue to take on board refugees from Mobile daily, they all give pretty much the same intelligence— but I cannot hear of the Camels for floating the Tennessee over the Dog River Bar— A very intelligent fellow from New York just told me that those publications about vessels running into Mobile are false that no vessel has gotten in during the last six weeks & then only one, that the Isabel has been in there 4 months, that her Capt was tried for treason—that there are but 3 steamers the Denbigh & Isabel & Austin the 2 last are loaded ready to run out & the Denbigh was so disabled by the Fleet when she attempted to run out the other night that she had to be towed up to the City—& her cotton is at the Fort. There are some small schooners ready to run out—they can run over the shoals—

Thus I have written you a long letter giving you all the news I have that you may know how things are with us—please send the light draft steamers as fast as possible—

Very truly & respectfully

To Assist. Secy G. V. Fox D. G. FARRAGUT

Washington.

[D. G. FARRAGUT TO G. V. FOX]

Private.

Flag Ship Hartford
Ship Island Feby 28th—1864

Dear Sir.

We have been making a diversion in favor of Genl. Sherman, by attacking Fort Powell, (as it is called) on Shell Island in Grant's Pass—it has seven (7) Rifle Guns— Of course they have been taken from the other Forts, as I think they cannot have more in Mobile Bay, & their steamers are running back & forth all the time with supplies for them—we cannot approach nearer than 4000 yards & the Mortars are well worn & make bad practice, although we struck the Fort 22 times one day—they lie close until we slacken our fire & then they commence—but we have thus far always been able to silence them in less than an hour— I have no idea of making much of an impression on them until we go inside, which I am ready to do so soon as the Army will supply us with 2 or 3000 men to place in the rear of the Forts Gains & Morgan, to cut off their land communication with Mobile— The "Tennessee" Ram by last accounts was getting the Camels under her to try & take her over Dog River Bar. She may come out, but I do not believe it— But if we do not go in before she gets over the Bar, we will need an Iron Clad to contend with her, as I before stated—but with the Brooklyn & Galena & what I have I will be ready to go in at any time— Admiral Porter says his Iron Clads will not be ready before *March* or *April*—which I fear means May or June— The Metacomet & Canonicus ar-

rived here last week, both disabled requiring some 2 or 3 weeks repairs— I am sadly in want of officers, Ensigns, Masters Mates for the Tin clads—only *two* of the light draft vessels from N. York have arrived—the Cowslip & Narcissus— I wish I could get the few things we want for the machine shop at Pensacola—we would then be able to repair half our vessels there instead of sending them to N. Orleans—

I understand that there are (90) ninety vessels off the mouth of the Rio Grande—I ought to take a look at *them,* & the Coast of Texas, but I dislike to leave here, so long as threatened by these Mobile Rams— I will endeavor to get two of the Tin clads in the Rio Grande pretty soon, to attend to the Palm of that River & they will break up much of the smuggling across into Texas of arms & ammunition—

Como. Palmer informed me by the last mail that Genl. Banks expects to move on the *Tech* next week—I have one of the Tin Clads there already & will soon have another—I have also one on Lake Pontchartrain & another steamer called the Commodore & a schooner Corypheus & the "Glasgow" that runs the mail for us. We are therefore very well supplied on the Lake—& the others must be coppered before sending them to sea—I shall soon have to send the Monongahela to N. O. to have a Bow Dock put under her to repair her cutwater —so please hurry up the Galena—

Very respectfully & truly yours

To G. V. Fox
Assist Secy of the Navy.

D. G. FARRAGUT
R. A.

[D. G. FARRAGUT TO G. V. FOX]

Unofficial

U. S. Flag Ship . . . Hartford
Western Gulf Squadron
Off Mobile, March 5th, 1864.

Dear Sir.

I deeply regretted leaving the Mortar Fleet on the 1st March, when I saw "Ram Tennessee" come down the Bay— I thought she was compelled to anchor because she could not stem the Wind or tide, which was S.W. & Flood. In an hour after I left the Wind shifted to a Norther & blew very heavy which I would have given anything to have seen the effect on the Ram. As yet we are all in darkness, but it is clear that the other steamers had to run to her assistance, & they were all seen going up the Bay—but the result is not known— but I will keep a look out for her; she could lie down in Navy Cove & prevent the troops from shutting the back door of the Fort & we could not get at her in the large vessels on account of the shoal water. I do not think she will even venture out beyond Fort Morgan except in a dead calm—she appears to be of enormous length & only about ⅓ Casemated— I have just had to have a medical survey upon Gillis & have sent Captain Marchand to take charge of his Divisn. on the Coast of Texas. I am anxious to visit that coast but the Ram keeps me here yet awhile— Would that the Army would furnish a few troops & then this thing could be finished up—

I have just learned from Capt Eaton of the Admiral that our vessels have made some valuable prizes on the

coast of Texas lately— I am now getting out the lame ducks from N. O. so that I will have plenty of vessels there to look out for them. Soon as I get one or two of the light draft vessels out—that reveals a curious fact, that the light draft vessels which have arrived draw as much as the Double Enders—

I doubt if I will be able to get any of them over the Bayou Bars down on the coast of Texas—

Our supply vessels do not bring half provisions enough for the Fleet & it is beginning to tell upon the men—the Medical officers complain very much— Potatoes ought to be cheap & yet no vessel gets a tithe of what they want & are willing to pay for—

Very respectfully & truly

To G. V. Fox Esq. D. G. FARRAGUT
Assist Secty of the Navy. R. A.

[D. G. FARRAGUT TO G. V. FOX]

Flag Ship Hartford
Western Gulf Blockading Squadron
Off Pensacola, April 29th,—1864.

Dear Sir:

I do not know that you have any idea of removing Act'g Vol. Lieut Eaton from the command of the Supply Steamer Admiral, but he gives us such general satisfaction here by his accommodating spirit, that he would be a great loss to us, if removed.

I do not speak for myself, as I very rarely require anything of the kind. I do not remember ever having received anything from home by a supply Ship since I have been out here but once, and then I lost half—

but I speak in behalf of the general accommodation which he has afforded the fleet.

Very respectfully
Your obt sev't

D. G. FARRAGUT
Rear Admiral

Mr. G. V. Fox
Assistant Secretary of the Navy
Washington, D. C.

[D. G. FARRAGUT TO G. V. FOX]

U. S. Flag Ship Hartford
West Gulf Squadron.
Mobile Bay Sept. 5th—1864.

My dear Sir—

Your kind letter of Augt 18th in which you are pleased to say that I have done all I expected to do & at small loss etc—& to add your congratulations etc, has been recd & which you know must be very gratifying to me, but you are wrong in supposing that I did not expect to do more with the army if they were ready, but that is out of the question now for it appears to me that our party politics are stronger than the Patriotism of our people, it is either that or cowardice I don't know which for they appear determined not to fight— I never approved of taking Mobile City unless we had an overwhelming force to hold it, as the whole of Rebeldom would be supplied through it by our own people— Genl Canby informs me that he is obliged to use his troops to support Steel in Arkansas, & will not be able to assist in this Bay for some time at least a month—

I have the City closely watched by a monitor & at least 3 Gun Boats—but my vessels are all breaking

down, they have been in constant service for 2 or 3 years & it is well they got inside for they could not Blockade outside during the winter months— I have great difficulty in getting my work done out here, but I will perform to the last, rather than let them go home—but I am now obliged to let the Brooklyn go home for repairs as I have 10 or 12 vessels in Pensacola—& as many in N. O.

If I only had a man or two in Pensacola of energy, they would be worth a million to the Govt. As to my self I have been on board ship so long that the want of exercise has had a bad effect on me, & a few days after we came in I had an attack of vertigo, that I fear to have repeated, it kept me down for 2 weeks, but I am now beginning to feel more like myself, but I must have rest & exercise; both my mind, & Body require them— My mind has been too constantly on the stretch for 4 or 5 months—after that I will be ready for any services the Govt requires of me— I know nothing of Wilmington but those who do say there is not water enough for vessels of any size to enter—Eads light draft monitors would be the thing, if there was any shelter for them outside—but the season is far advanced & I understand there are no light draft monitors north— I have been most agreeably disappointed in Eads vessels—they broke some of the turning Guns at first but no doubt when that is fixed they will do well—they have 4 guns XI in & draw only 7 feet water—the others like the Manhattan draw too much water even to go up this Bay— But I must have rest before I begin anything new which will increase my anxieties as well as exertions—

I thank you for your kind attentions to Mrs F. as well as your expressions towards myself, please make

my kind regards to Mrs Fox & Mrs Blair & the gentlemen of the family—& believe me very truly & respectfully

D. G. FARRAGUT.

[D. G. FARRAGUT TO G. V. FOX]

Private

U. S. Flag Ship Hartford
West Gulf Squadron
Mobile Bay Oct. 19th, 1864.

My dear Sir.

I have recd your kind letter of the 5th inst— I agreed with you & so expressed myself to the Honl. Secty of the Navy as soon as I entered this Bay, that Mobile would be a great *nuisance*—but the Army Generals appear to be undecided about it— I do not know how they will act, some think that the better plan is to go past it, & take possession of the Rail Road at "Tensary Station" & cut off all supplies from the City— They are collecting large quantities of stores, wagons, Horses, Mules & field Artillery, at both Forts, Morgan & Gains— They have made a rail Road from Pilot Town to Fort Morgan for the facilities of the good harbor in debarking their supplies— I thought I never would get into this Bay, for the want of a few troops, to shut the back door—it was not the fault of the General, he was willing, but there was always some raid of the enemy to call off his troops— Genrl Canby was as anxious as I was, we consulted together & when he decided to send Genrl Granger, I told them to name the day, & come along, & I would be ready at any

moment; we all felt that some blow ought to be struck, & I was most anxious to strike Buchanan, as he had kept me on the constant alarm for so many months that anything was preferable to the anxious state we were all in. But I have lived long enough to know that the best of us, have to be educated or accustomed to the danger or work we have to perform— Brave men shrink from danger they are unaccustomed to—this is my hardest task every where— Some of the best officers otherwise are timid of the batteries & do not hesitate to tell you so— Now Genl Sherman writes to Genrl Canby to get me to send out Gun Boats up the Apalachicola River one or two hundred miles to destroy the Arsenal at Columbus. The Genl sends me the description of the entrance of the River as narrow & tortuous with from 4 to 6 feet water etc high Banks—a nice place that to send Gun Boats. So I told the Genrl it was out of the question to entertain the idea for one moment—had it been—I would have written to Adl. Stribling as the River is within his district. I am anxious to do my best for the Country & ready to do what I can, and I am so unaccustomed to evade any order that I have been greatly pained at this inability to gratify the Dept & the Country but better so, than to be of such over-weening confidence as to lead my brave companions into a difficulty, I had not the Brains to get them out of— Besides Porter has had a long respite, is fresh & I feel assured will do as well as any man & I will in a short time I hope, by exercise on shore, walking & riding soon to pick up & regain the tone of my stomach & with that, my head— I am already much stronger than I was, but still suffer with my head— I have the outside work off my mind, for although my vessels are all worn out, still the coast of Texas is not a bad one & I have good officers to command there— I have by dint of

hard work got the Pensacola Yard nearly able to do our work, but oh, for one energetic man in it—& plenty of workmen— Permit me to thank you for your kindness & believe me very truly

Your obt servt

To G. V. Fox
Asst Secty of the Navy.

D. G. FARRAGUT
Rear Admir.

Genrl Canby was just starting for the Army when he recd the inclosed despatch—showing that the enemy had suddenly fallen back, & is no doubt trying to cross the Miss. River.

Respt D. G. F.

MISCELLANEOUS LETTERS
1861–1862

[C. H. MARSHALL TO G. V. FOX]

New York, May 24, 1861.

Gustavus V. Fox, Esq.
Chief Clerk &c.
Dear Sir,

It is needless to say that the commercial community feel exceedingly anxious respecting the preparations that are in progress to blockade Southern ports. It must be apparent to every observer, that the slowness of this work as it has been conducted since the President's proclamation has offered ample cause for such anxiety.

I am not aware that we have an efficient blockade anywhere, except in the Chesapeake; that entrance has been (through the exertions of the Union Defence Committee of this city) thoroughly blockaded for nearly four weeks. I have seen several reports that the "Niagara" was off Charleston, and had ordered off some inward bound vessels, but there is no account that any ship or steamer has been sent to blockade Savannah. The Secretary of the Navy told me the other day when I was in Washington that he had ordered the "Niagara" to the Mississippi—the most important of any port along our coast, and which should have been the first closed. That not appearing to be the case, I apprehend that the Mississippi is as free of egress and ingress to-day, as it ever has been since the first vessel ascended the river. This is wrong: if our men of war were not in readiness at the time they were needed, merchant steamers of which we have an abundance should have been chartered and ordered to the stations, until they

could be got ready,—the same as in the case of the "Quaker City" which was sent in two or three days notice to the Chesapeake.

Any number of privateers may have been sent from New Orleans, which might have been prevented by an early blockade.

I am Your obt. servant,
C. H. MARSHALL

[G. V. FOX TO MRS. FOX]

Washington, D. C.
May 28 '61.

Dr V.

I have yours of the 23, and your safe arrival home, I wish I was there for a day, and will be this summer. The box arrived safe—$4.38—fair price. Please send on my summer clothes from the black trunk and perhaps from the closet unless there are say *3* vests and 6 to 8 light linen pants. I think there is that amount in the trunk without touching the closet. Send by express.

I am disgusted at the reports in the N. Y. papers so exciting, when here everything is so calm and orderly. Still I think we shall soon have fighting in V, but even your sister Minna laughs at danger. Some 6000 men are over the river building entrenched camps. I went to the Arlington House yesterday, the headquarters of Genl Sandford. I am so busy that I do not hear of any excitement until I read it in the N. Y. papers. Did you get the Tribune giving me a puff? Nell may announce officially that two vessels shall be built at Portsmouth, and if she will get up a couple of local euphonious Indian names for them I will try and have them given. This must be done at once.

If I cannot sit down and write you a long, loving letter don't believe it is because my heart is not with my letter, but I do not get out of the office except for dinner until 10 P. M. but I think of you and your love and the affection that connects our two hearts "together" forever.

Love to all

Aff Gus

[ALFRED CREA TO G. V. FOX]

New York, May 29, 1861.

G. V. Fox, Esq.

Sir:

The growing discontent created in the public mind by the extraordinary and disheartening delays of the Navy Department will undoubtedly soon result in meetings of the People, who will declare their want of confidence in the competency of the present Secretary, and his principal assistant.

A month has elapsed since the Blockade proclamation was published, and at this time as well as can be ascertained, every Port, south of the Chesapeake, except Pensacola, is still open. The Blockade is on paper merely. We shall be disgraced, by the presence of a British Fleet, off the Ports in the Gulf, before they will have been invested by us!

In the meanwhile The Wabash, Portsmouth, and Vandalia have been in the stream for nearly a week or more— What are they doing there? Waiting for orders, or failing to obey them? The former it is said, is waiting to replace an incompetent Gunner! The next excuse may be the want of tooth picks!

The Mediterranean fleet, as late as the 11th. of this month, had received no orders to return— One day's

charter of a merchant Steamer, of the tonnage of the Richmond, would have been sufficient to defray the expenses out & home of a Special messenger, ordering peremptorily the *immediate* return, of the vessels on that station, ready for sea or not ready— If any of the officers should be on shore, the ships should be ordered to leave without them.

Unless at least some slight degree of energy be exhibited, no effectual blockade will have been established before the meeting of Congress, or before some disasters to our Commerce will have occurred, for which your Department will justly be held to a full responsibility.

Your Obed't Serv't

ALFRED CREA

[In Fox's writing.—EDS.]

Dear Alfred—

Come on and take my place for a week and you will feel better.

Yrs in haste

G. V. FOX

[JOS. S. FAY TO G. V. FOX]

Boston, June 26, 1861

Dear Captain

I have yours of yesterday. I think it a good move to go into the waters of the Chesapeake and hope you will run into all the inlets and release such vessels and men as may have been captured by the marauders. I want to see something besides mere *defence.*

I should have preferred however that you had gone to Pensacola to have told Slemmer of the uprising of

the North, and that he must not wait for the toils to be gathered round him so closely he cannot move, as Anderson was fixed. Let him *act,* drive those wire-grass rascals out of Fort McRae and Pensacola. If need be, burn up the Navy Yard, but, if possible, retake and hold it in triumph as our Southern depot.

Either we must have some such retribution as this for Sumpter or the people will all turn abolitionists and go for freeing the negroes of Maryland and Virginia, which is a meaner kind of business than Secession itself.

Wishing you success wherever you go, I am,

Yours truly &c.

Capt. G. V. Fox

Jos S. Fay

Anybody who will take the responsibility to thrash the rebels and *enforce* a wholesome respect to our flag, will be borne out by the country—and I want to see *somebody* hurt. So far, no matter what aggressions have been made on the soil, property or flag of the country, no matter how impudent and unreasonable the demands, not a man has received any punishment—not a traitor has been shot. It is remarkable and disgusting.

[G. V. FOX TO NORTH ATLANTIC STEAMSHIP CO.]

Washington D. C.
July 15 1861

North Atlantic
St'm Ship Co.
Gentlemen,

Cap't H. G. Grey has handed me a statement of expenses attending docking the "Baltic," also protest of Captain Fletcher and Pilot Jackson. Whether the

U. S. is liable depends upon the charter drawn up by parties in N. York. I commanded the expedition, but was not the Cap't of the vessel— I ordered the Cap't to stand off during the night as the Frigate "Powhatan" was hourly expected, as well as three tugs, and I was most anxious to meet them. If the Cap't objected I do not remember it, nor would it have made the slightest difference. Part of the night previous, of his own accord, the Cap't remained under weigh, so did the "H. Lane," so are all our blockading vessels now, underweigh day and night off these ports— I was on deck at eleven o'clock and the pilot informed me that he should remain on deck all night—at midnight the Cap't came up and relieved him and he (the Pilot) turned in. Two of the best navigators in the Country might be at fault with regard to each other's reckoning in thus dividing the night's work. This was the first error, the second was the fatal one. No ship can get on shore upon the South point of the Rattlesnake Shoal if correct soundings are given with the lead. The large size Coast Survey Chart will show this— The wind was from the Southard and the ship's engines stopped, so that her drift was exceedingly slow, broadside on.

The Pilot who certifies to the affidavit, turned in at midnight and did not appear until after the ship struck, which was just before daylight— It is due to him to say that he is an old man, was up most of the previous night, and was sent below by the Capt. He struck me as being exceedingly attentive on the outward passage.

Very Respectfully &c.

G. V. Fox

[G. V. FOX TO MRS. FOX]

Washington, D. C.
July 25th 1861

Dr V—

I enclose you a copy of the Bill which passed yesterday and will be signed by the Prest tomorrow or perhaps to-day. The sea pay of a Captain is $4200 and 1 ration, equal to about $4325. It went without any opposition though the Judge went about and up to the Capitol to hurry it along. The Asst Secy of War passed but only at $3000 which all the other Assts have. I was at the Prest last eve and am sure he will not delay a moment in nominating me to the position as it is perfectly well understood that no such salary would have been given except for my especial case. You see the importance of my having remained here as Ch. Clk. though most terribly dejected was the sweet little Y—f —because I did.

If Congress would adjourn I would slip off to see you as it is now well ascertained that Jeff Davis' army fled (or part of them) in as great a panic as our people. The little Rhode Island Gov. had his horse killed and 3 balls through his clothes.

[Other half of sheet torn off.—EDS.]

Enclosure

[BILL AUTHORIZING APPOINTMENT OF ASSISTANT SECRETARY OF NAVY]

37th Congress,
1st Session.

S. 20.

IN THE SENATE OF THE UNITED STATES

July 13, 1861.

Mr. Hale asked, and by unanimous consent obtained, leave to bring in the following bill; which was read twice and referred to the Committee on Naval Affairs.

July 16, 1861.

Reported by Mr. Hale without amendment.

A BILL

Authorizing the appointment of an Assistant Secretary of the Navy, and fixing the salary of the same.

Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,
That the President shall appoint in the department of the
Secretary of the Navy, by and with the advice and consent
of the Senate, a competent person, who shall be called the

Assistant Secretary of the Navy, whose salary shall be equal to the sea pay of a captain in the navy, payable in the same manner as the salary of the Secretary of the Navy, who shall perform all such duties in the office of the Secretary of the Navy, belonging to that department, as shall be prescribed by the Secretary of the Navy, or as may be required by law, and who shall act as Secretary of the Navy in the absence of that officer.

[S. H. STRINGHAM TO G. V. FOX]

Private

U. S. S. Minnesota
Hampton Roads
August 16, 1861

G. V. Fox
Asst Secy Navy
Sir

As you know, I am soon expected to lend aid and assistance in a proposed expedition to the Coast of North Carolina to capture Batteries.

I am sorry to inform you that at this moment I have but one Vessel the "Dale" on that Coast, the others, *small* steamers having been obliged to return. The "Union" has gone to Baltimore for necessary repairs, and the "Penguin" which has returned for coal, reports her boiler out of order, and unfit now to return to her station off Hatteras. Our chief Engineer has examined

it and so pronounces also. I have ordered her however to proceed up the Potomac to Acquia Creek, and report to Captain Craven, by instructions from the Department.

You, Sir, as an officer of some experience must appreciate the very unpleasant position in which I am placed; with a disposition to do everything, I am in a situation I fear to do nothing.

Can you not spare me the Susquehanna? She is a powerful steamer that can take in tow our sailing vessels if necessary and when the Harriet Lane returns if I can have her and the "Flag," which I hope soon to see here from Philadelphia, I should feel that I had some vessels to proceed with, at present I have but the "Wabash." You know what draft of water she has for that Coast.

I give you this information and trust you will see and appreciate my unpleasant situation.

It is now blowing a strong gale from the Northeast.

Respectfully. Yr obt. svt.

S. H. STRINGHAM
Flag Officer
Atlantic Blockading Squadron

[LIEUT. R. B. LOWRY TO G. V. FOX]

Confidential

Chartered Steamer "Adelaide"
August 17th 1861
Hampton Roads.

Dear Sir,

Comd[r] Stellwagen and self arrived here on the 14th at 7 am. We have nineteen schooners properly loaded with stone, and all our preparations are complete to

divide them in two divisions and place them in tow of this steamer and of the Gov. Peabody. I think all our arrangements are complete, as far as being prepared to "sink and obstruct,"—but as the information is most reliable that the Inlets are guarded by batteries and perhaps armed vessels inside, of course *we* can do nothing *without* said batteries and vessels are *first swept* away by an armed *naval* force. My own opinion is that it can be readily done with a well digested plan. We have secured pilots who *assert* that they can place the Wabash or Minnesota within one mile *or less* of these batteries and at the same time enable a landing force to reach the beach and by a march of 3 miles *at most,* take them in *flank,* while the shipping shell them in front or other flank: this being done and the enemy dislodged, as *I* have no doubt they would be under our never yet beaten seamen,—the obstructing party could place their vessels in position, secure them as we propose, by binding chains, spars on end in the sand to settle by action of the tide, anchors down, and finally sink them in such a way as to *block* the *channels* so effectually that there could be no navigation through them for several months to come, at least till by the aid of our *new* gunboats the outside blockade could be effectual.

Of one thing the Dept. may be certain that the first part of the expedition is entirely dependent upon the other. Were the inlets *not* defended, there would be no question but that we *would* have nothing to do but to simply place our vessels, sink them and return; *but* defended as they are, the first part is dependent upon the 2d. I know of no higher or nobler duty than the clearing out of those rebel and pirate rendezvous on the North Carolina Coast, beginning as they are already to assume the features of the famous rendezvous of the pirates of the "Isle of Pines" and others in the West

Indies during the buccaneer days and in the last war. *Our* navy nobly sustained itself then and can now. But an inspection of the navy will show that those officers who then distinguished themselves were not averaging sixty years of age or 40 years of sea service, or who have no longer an ambition to make a reputation or finally whose patriotism goes no farther than to express itself in words— I can see no reason why the Navy should not be placed on the same footing as the army, and let us have for Flag Officers those who have vigor, activity and ambition combined with patriotic devotion to country. We have lying here the Wabash, Minnesota, and Cumberland, all with fine crews of active hardy seamen on board, men who are an element not yet brought against the rebel enemy but who will be not only formidable but irresistible. I have pride enough in my own trade to think that the rebels *have nothing* equal to our *seamen.* The young officers of the service are ready and anxious. To them is owing in a great degree the efficiency of the naval service. It is only the Lts who now keep pace with Dahlgren in his gunnery and who drill the men at both guns and small arms— I mean to make no reflections—but simply in a private way to convey to you information which officially would be longer on the route.

I am very Respectfully Your Obdt Sert,
R. B. Lowry
Lt. U. S. Navy

Every day is of value to the rebels for they *now* know of our intentions.

[S. T. B. WETMORE TO G. V. FOX: CONGRATULATIONS ON APPOINTMENT AS ASSISTANT SECRETARY OF THE NAVY]

Newport, Aug. 21st 1861.

I have been wishing to write you a line of congratulation, my dear Capt. Fox, but it is a difficult matter to accomplish even a short note at a watering place. We rejoice in your appointment as Assistant Secretary, and hope it is a stepping stone to higher position,—for in times like these, patriots are so scarce, that one feels as if the few noble hearts that beat for the *United States* should be exalted in every possible way. What is to become of us if people are to plot treason and prate of *peace* in our very midst? My heart sickens as I listen to the croaking and the secession sentiments of our northern people. My hope is strong as to the final result, and I feel that this mighty republic is not to die, but that we are destined to be the great Protestant power, and the champion of liberty in future days, when monarchies and despotisms are exploded affairs. I also KNOW that as we have sinned as *a nation,* so must the north expect to bear her portion of the national punishment. God's hand is heavy upon us, and the clouds are thick about us, but I am not hopeless, if we can only have a right spirit poured out upon ourselves. My hopes of the Navy Department at least, strengthen, but why does not "honest old Abe" clear out of the Cabinet every man who works for *himself* rather than for his *country?*

I hear from my friend, Mrs. McKeever (widow of Com. McK) that application is being made to retain

her son-in-law, Mr. Speiden, as Naval Storekeeper at Hong Kong, and she is anxious about it. If you can say a good word for him, pray do so, as he is truly patriotic, and perfectly honest, and what better recommendation have other applicants, I wonder? For my own part, I feel like embracing as a brother every man who stands up for the Stars & Stripes. Perhaps you will not have time even to read my letter, and will not know what the end tells, that we are at the Ocean House, Newport, enjoying a delicious climate and shall be here till late in September. All send love.

Truly yours,

S. T. B. WETMORE.

[B. R. McILVAINE TO G. V. FOX: CONGRATULATION ON APPOINTMENT AS ASSISTANT SECRETARY OF THE NAVY]

New York Aug. 23d, 61

My dear Sir:

I cannot refrain from writing to you, to acknowledge the receipt of your very satisfactory letter of 21. I know what ceaseless demands are made upon your time and the promptness of your reply under such circumstances shows, (what however required no additional evidence) that your heart is in the right place.

I rejoiced to hear of your appointment, as well for our dear country's sake as for your own. It was delightful to find that you were appreciated in high places, and that all that I had said in your favor was confirmed by authority superior to mine.

There lives not a man, that I have more esteem for

than for you—and few (little as I have had of your society) to whom I am more attached.

Truly your friend

G. V. Fox, Esq. B. R. McIlvaine

My wife and family desire to be remembered to you and the former sends respects to Mrs. Fox.

[PRESIDENT LINCOLN TO G. V. FOX: APPOINTMENT AS ACTING SECRETARY OF THE NAVY]

Executive Mansion
4 September, 1861

During the temporary absence of the Hon: Gideon Welles, Secretary of the Navy, from the seat of Government, I hereby appoint Mr. Gustavus V. Fox, Assistant Secretary of the Navy, Acting Secretary of the Navy.

Abraham Lincoln

[J. R. DOOLITTLE TO G. V. FOX]

Captain Fox Racine Aug. 28" 1861
Dear Sir

My friend Knapp while on the Ohio met with an accident falling backwards and striking upon a gun and is now confined at home here where he was permitted to come by Com. Rodgers. He thinks he will be around all right in a week or 10 days.

He had hoped to be assigned the command of one of the boats. He wants active fighting work. He desires in fact to have a chance to do something to distinguish

himself and if he can, then he hopes by his sword to win the right *to promotion* not to restoration to his old place in the navy. That he has given up forever, but for *future* promotion if he *can earn* it. He longs for a chance. May he not reasonably ask for one on the river? or upon the sea? perhaps upon some sloop? Again another man here would like to ascertain with whom he can negotiate to make a contract for supplies of beef and pork for the Navy.

The quality of Wisconsin Beef and Pork is superior to that of lower latitudes. He says he thinks he can offer upon terms favorable to the government, and open a market here to the advantage of our section of the country.

May I ask your early attention to this?

I see now and then a statement about batteries at Matthias Point and Aquia Creek which make me sometimes feel terribly mortified. I fear they will close the navigation of the river there.

I am so far off, I would like to hear a word from you about that, if you are willing to write me about it.

Remember me kindly to Mr. Welles and Judge Blair.

Truly Yours

J. R. DOOLITTLE

[ALLAN McLANE TO G. V. FOX]

Pacific Mail Steamship Company,
New York, Sept. 5th, 1861.

My dear Sir:

We shall soon need the services of the person who is to command our new steamer, and I write to know whether said person is to be yr own self. Of course I

do not suppose that such a thing is now possible even if you had the disposition to return to the sea; and I write mainly to hear directly from you the fact; that I may communicate the same to the Board in nominating another Captain.

Sincerely & truly Yrs

G. V. Fox Esq. ALLAN McLANE
&c &c &c

[GIDEON WELLES TO G. V. FOX]

Hartford 5 Sept 1861

Dear Sir

I came directly home without stopping, and reached Hartford a little past midnight.

Two things annoyed me on the way— One the appoint[t] of Gregory to the J. B. Forbes—the other the condition in which things are left at Hatteras.

In regard to the first I am extremely desirous of knowing how, by whom, and through what influence this man Gregory was appointed. Until he had sailed, and I made enquiry, I supposed him to be the son of our old friend the Commander, whom we made sailing master long since.

It seems he is a very different personage, and from some information which I have obtained, I think there must have been fraud and design in the appointment. I should like to know what Capt. Hudson says of the matter.

In regard to the condition of affairs at Hatteras, I am apprehensive all has not been done that should be. The place is very important, and the country feels it to be so, both here and with the insurgents. I hope the War

Department has taken means to supply the garrison. Have they done so? Will you make enquiry? Our vessels of war have supplies and can assist the garrison to some extent; but the whole requires, if it have not rec^{d}, attention.

As soon as it can be done, the hulks should be sunk, and the other important points secured. It is a great pity the troops could not have been ready to follow up the demonstration with the more important movement beyond. Let me know if any thing decisive as to time has yet taken place—and whether the army is ready to furnish men.

The country craves more action on the coast, like that we have had. It is the most effective service that can be rendered, and there should no longer be any holding back in the matter.

As soon as possible the Minnesota should be at her post. Did Com. Stringham get our telegraphic despatch of Monday? He was in New York last evening.

My regards to you all.

Truly yours

Capt. G. V. Fox
Asst. Secy Navy

GIDEON WELLES

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 15th. 61.

D^{r} V,

I acknowledge delinquencies of letters and plead guilty and can only say that when [Four lines erased. —EDS.]

Mr. Welles returned last evening. Blair is in St. Louis, on public business, expected back Tuesday. Our

Confederate friends still refrain from the contemplated attack, but it is hourly expected and longed for by our troops who are in good heart. There can be no question of the result. The Maryland legislature convenes Tuesday and it was designed that they should pass an ordinance of secession and immediately disperse and the Confederates would attack at the same time, when the State being out the people would rise and assist our enemies. The plan was most excellent but the principal secession members of the legislature have been arrested and amongst them my friend Wm G. Harrison—thus frustrating that move. I have written to his sister and offered my services.

Our young General still keeps his health and vigor though he rides some thirty miles a day. All is, at length, as it should be, entirely under his charge and upon his shoulders rests the entire and vast responsibility.

You did not tell me whether your Dr had or was to arrive soon. I am very lonely now when I come home but anticipate with a delight beyond words when my wife shall greet me as of old.

Aff Gus

[W. H. SEWARD TO G. V. FOX]

Department of State
Sept 18th 1861

My dear Sir,

Will you do me the favor to call at the State Department, when you conveniently can, today?

Yours very truly

The Hon. G. V. Fox William H. Seward.

[WM. H. ASPINWALL TO G. V. FOX]

Rockwood
Sept. 18, 1861.

My dear Fox

I received your letter when in town yesterday. I agree with what you say about McC. I consider him a genius, and hope he will prove himself a great man, by showing himself superior to vanity from the adulation which generally surrounds those occupying prominent positions. In this connection, pray repeat to your brother in law what I told him in April—not to allow Gen. Scott to resign—he is loved and revered by the people in the Eastern and Middle States, and from these come the sinews of war at present. His loss would tell fearfully in those quarters. We cannot bear anything of the kind. I have been much exercised the last week about the loan. Have given my sole attention to stirring up subscriptions and promoting the efforts of others in that direction. The Banks of this City were in doubt whether they could take the second lot of 50 millions on the 1″ Octo. Certainly they would not at the daily rate at which they were being relieved last week—hesitation or refusal would be fatal; and yet with the best intentions in the world, they cannot retain permanently more than a certain amt of their capitals; and on the extent of the subscriptions by individuals and other corporations towards taking off their hands what they were already committed for, depended their ability to take more. I think the matter stands much better now, and that a new start has been given. I am prepared for what you say about the Potomac, and have thot from the strength of the batteries there and the ef-

forts made by the rebels to secure boats that they might contemplate crossing the river below Washington—but of this you keep of course a sharp watch.

Annapolis will again become an important point for you, and I should think you would have an armed vessel with a wide-awake Commander there. If the Potomac be closed, Annapolis will be more handy both to your Navy Yard—the sea—and to Northern supplies, than Baltimore.

I have sent to the Secretary a letter from Capt. Dall formerly of the Pacific Mail Co.—on the Oregon route—a first rate young man—of the David Porter style—should you want a commander on the Pacific for any gunboat or small steamer.

By the way, would not Porter be the man to command the naval part of the special expedition to the Southern Coast? and since I am asking questions, let me enquire if you can give one of the new gunboats to Wm. E. Leroy—now on his way home in command of the Mystic. His good Father has a letter from him expressing a great desire for active service.

Truly Yours

Wm. H. Aspinwall

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 22d. 1861.

Dr V—

Several days have elapsed since I received a letter from the little wife, but of course her public duties are great. We have had some very hot weather almost un-

bearable but to-day it seems a touch of fall, nights very cool.

Our Confederate friends are bothered in their anticipations of attack. The breaking up of the Maryland Legislature and the great number of troops here—their preparation and the formidable entrenchments are too much for them. Besides sickness is very prevalent with them. Our people are, comparatively speaking, very healthy. Only think of a circle of forts entirely around Washington commanding every road with cannon. An English officer says that Washington is safer than London. Jeff Davis knows it and dare not attack, hence the silence, besides we are still receiving 1000 men a day. They go immediately into camp and not drumming up our streets as they did when Nell was here. Very few soldiers or officers are seen in town, yet, on both sides, 300,000 men are in arms within a radius of ten miles from the Capitol. I enclose you Mrs. Oliver's note in answer to mine. She will not acknowledge the right of Gov^{t} to protect itself.

I must go to New York on public business somewhere about the 5th to the 10th of Oct. for a day or two. I fancy you will not move to N. Y. about that time, so do not anticipate the joy which the presence of my sweet little wife alone can give. However, we shall soon meet for long months and then I shall anticipate nothing but happiness.

Aff Gus

Ask Mr. Lord if you better not invest what money you will not want of the deposit in 7$^{3}/_{10}$ pr ct Treasy notes. He receives subscriptions for them. I think I would subscribe.

[W. NELSON TO G. V. FOX]

Private

Maysville, Kentucky
25 September 1861

Dear Fox

I have accepted the commission of Brig: General of Volunteers sent me by the President, and have written to the fourth Auditor to make up my accounts to the sixteenth of September, the day the commission takes rank. This appointment will I presume vacate my commission as Lieutenant in the Navy. I would like in the publication of the next Navy Register that in the notice of the vacation of my sea commission that it was done by my appointment to the rank of Brigadier General. The officers of the army are by law allowed to hold rank in the Volunteers and their regimental commissions as well; that will not apply to the navy I suppose.

I raised a splendid Brigade in the heart of Kentucky, broke down the Governor and the neutrality party, and moved the State into an active participation of the war, all within the space of 42 days from the day I entered the State. I did it, when everybody refused to undertake so dangerous a mission. The *ability* with which I managed the affair is attested by its success. The *energy* by the short space of time it took me to do it.

I turned my Brigade over to Genl Thomas a regular (who can command troops if he cannot raise them) and am here raising a fresh Brigade. I enclose you my proclamation issued this morning. The country here is in a blaze and we expect to have fifty thousand men in

arms in the next thirty days. We can get men faster than the Government can furnish us with arms and accoutrements. As Kentucky is the real Key of the War, her wants should be attentively supplied.

Why don't you send out a big expedition and give Charleston hell!

The Cape Hatteras business has alarmed the Confeds more than anything yet that has been done. We have people continually coming from that direction, the South, who tell us that the alarm of such an expedition is raising the devil in all their sea ports and distracts them very much. I am certain that 10,000 men can take New Orleans today.

Make my compliments to the Ladies at your house and to Mr. Blair.

Very truly

Capt. G. V. Fox W. NELSON
&c, &c, &c.

By the way, I wish you would do something for me if you should have time.

When I was in Washington on the 5th July I went to Purser Galaher to draw my pay for the month of June. He had no money, but I signed his roll and he was to place the money to my credit at Riggs. I did that, because I was compelled to leave Washington next day. I am told that Galaher has gone to the bad. Will you see if he did place that money to my credit at Riggs? and if he did not, will I lose it?—I will make affidavit to the facts of the case if necessary. The matter can be easily ascertained from the wretch himself I suppose, or from the date that he got his money from the treasury which will demonstrate that I was not in Washington at or after that time.

W. N.

Write to me at this point.

[Newspaper clipping enclosed in letter of September 25]

MAYSVILLE, KY.:
Tuesday afternoon, Sept. 24, 1861.

TO THE PEOPLE OF KENTUCKY.

By command of General Anderson, I have established my Head Quarters at Camp KENTON, one mile from the town of Washington, in Mason co., where I will receive, arm, and equip volunteers in such numbers as may offer.

Our native State has been invaded by the forces of the so called Confederate States, headed by Kentucky traitors. I call upon you, fellow-citizens, to take up arms for the defence of your fire-sides, your wives and your children. Every incentive that could induce men to draw the sword is now urging you forward. Your homes, your property, your civil liberties are tottering to destruction, and can only be sustained by stout hearts and willing hands. The hour has come; and it becomes us to show that we are worthy sons of the men who fought at Miami, at Tippecanoe, at the River Raisin, at New Orleans and at the River Thames. The flag of our fathers, that flag of Freedom, is unfurled amongst you. Rally around it, you that have souls to be free, and let us hurl back treason to the shores of the Gulf. Kentuckians, I call you to the field!

W. NELSON
Brigadier General.

[G. V. FOX TO MRS. FOX]

Washington, D. C.
Sept. 28th 1861.

D. V.

I am very much gratified at the 107 lb, but I expect it will be 120 after your final doctoring. I believe comparative health to be within your reach; I long and pray for it. [Three and a half lines erased.—EDS.] We were surprised by a visit from Col Barnes, who looks well. I took him over to the famous Munson's Hill just vacated by the rebels and he was much pleased with the visit. As they only occupied this post to provoke us to make an attack their withdrawal has no significance whatever except to confess that the bravado was foolish. It is a position of no use to anybody. Much as they threaten an attack, it seems really impossible for them to be so desperate as we are perfectly prepared at all points and most anxious for it. Their works on the Potomac are defensive and will not close the channel.

Tell Nell that Nelson is a Brigr Genl in Kentucky. That State is in a blaze for the Union and will be a terrible enemy to their flank. We saw in the New York papers Mrs. Blair and family at the St. Nicholas, but presume it cannot be our Mrs. Blair. Our great naval expedition will sail about the 10th of October, and I shall go to New York for a day or two, I think about the 5th, as I wrote you. Of course your movements are decided by other matters and these are of greater importance to me than even my country.

The Col. says Charles has as much as he can do and has a high reputation, and is happy. You know he

never says less about his boys. Trusting your cold has left you and that you are well and happy [One and a half lines erased.—EDS.]

Aff GUS

[J. P. BANKHEAD TO G. V. FOX]

Unofficial

"Susquehanna" off Hatteras
Sep 29th/61

My Dear Fox,

Should an application be made for the position of Master by Mr. Churchill, (at present Master's Mate on board of this ship) I hope you will give it a favorable consideration, for he is a very good, intelligent and experienced seaman and his services would be valuable anywhere. I advised him to make the application and I believe he has already done so.

The change that has been made in the Squadrons fell like a Bombshell among the old gentlemen. Our skipper does not know what to make of it. I believe there is not much regret expressed on board of this ship. He wanted the energy necessary to command a ship like this on a blockade—too *slow, too cautious,* and in fact *too* old. It caused much surprise among us all down here that no attempt was made upon "Beaufort" the day after Hatteras fell, as we had the best of reasons for knowing that had it been made the place would readily have fallen. The people on this whole coast were panic stricken and were only waiting for an excuse to give up. The golden opportunity has been lost however, as the enemy have been constantly employed improving the defences of that place ever since and it would now be no easy job to take it, although I think it feasible with

a proper land force in addition to the Fleet. A singular mistake occurred here at the time Hatteras was attacked and I imagine not generally known. At the close of the first day's firing, the enemy showed no flag and the signal to "cease firing" had been made by the Flag officer under the impression that the place had given up, final orders had been sent to this ship, and the Flag ship was actually underweigh for Old Point when the fort commenced firing upon the "Monticello" which was then attempting to enter the Channel. It was reported the next day that the Flag officer was satisfied that the fort had fallen. Without wishing to comment too critically upon the acts of my superiors, I can't help thinking that the whole business was very loosely managed. Had a boat been sent in to take soundings and a few buoys placed at the commencement of shoal water, the squadron could have gone in close and finished the whole matter up in a few hours instead of two days and saved to the Government many tons of shot and shell which were literally thrown away and produced no effect whatever (except noise). Hatteras is perfectly secure at present against any force the enemy can bring, protected as it is by the heavy batteries of the "Pawnee" and the several tugs with their guns. Our services may well be dispensed with here and made available farther down the Coast, particularly between Charleston and Fernandina. There are no less than four good inlets between Savannah and Brunswick into which 14 to 18 feet can be carried at high water—viz. Big and little "Sapelo" "Doboy" "Altamaha" and "Hampton Creek." I was two and a half years surveying on that coast and am perfectly conversant with it. Besides the above there are several good entrances such as "Ossabaw, St. Catherine's and St. Andrews," all good harbors.

Should an opportunity present itself and a Lieut. Comg. may be wanted I hope you will bear me in mind. I am getting tired playing second fiddle and besides a little tired of the old "Benbow" system of carrying on matters.

We have a joke down here on the two late Commanders of the "Hatteras" expedition— "That after the fight they had a foot race North to see who should get there first and get the most credit." Butler beat Stringham.—Had they both remained, we might have had the whole coast in our possession.

Believe me Yrs truly

J. P. BANKHEAD.

[G. V. FOX TO MRS. FOX]

Washington D. C.
8th Oct. 61.

Dr V—

Blair went off in such a hurry I had no notice of the event or I should have written by him, assuming of course that you would expect a letter by his hands. I went down to Old Point Sat. to see our new flag officer and brought him with me to the city Monday morning. There is quite a panic down there from the ironclad vessels the enemy have and the stupid cowardly loss of the Fanny. Thank Heaven there was no navy officer or seamen on board of her—all soldiers. The Army have turned over the Rip Raps to the Navy and we have sent down a large body of sailors to take possession and I shall give a good account of any attempt from the enemy.

The Confederates are still supposed to be in large force opposite but very little is really known of their

movements or numbers. We have had intensely hot weather ending in tremendous showers and cool weather, health of the army good. The Col is here and dined with me yesterday. *Our house* is full of mechanics and as they appear to do little I told them the papers said Mr. Blair had gone after his family and they better make haste with the repairs and painting. So to-day a

[Other half of double leaf torn off.—EDS.]

[H. PAULDING TO G. V. FOX]

Huntington, Long Island, N. Y.
Oct. 23rd 1861

My Dear Sir;

We had adjourned over and I was at home on Long Island when your esteemed favour of the 19th came to me and for which I sincerely thank you. I would have taken no interest in my young friend Nichols if he had not declared his loyalty in such terms that I could not doubt him. He is a good professional man and will do with a will what he is told. That is the kind of subordinate officer I like to see and one who commands should in my view survey the whole field and strike quick and hard wherever and whenever he can. By the way, if it is not a state secret, let me reply to those who ask me why the Batteries on the Potomac are permitted to exist and fire with impunity upon all who pass them! —Do we want guns or men or is there a mysterious or secret purpose in allowing so great a nuisance to exist?

Every body seems to wonder and no one more than I do. I know the Flotilla to be very large, that it is well armed and the destruction of hostile Batteries seems to

me amongst its important and imperative duties unless there is a policy in restraining its power. Many of our most intelligent people are annoyed and at times quite discouraged with this condition of things. I know, my dear sir, that your heart beats with as warm a pulsation as mine for that which concerns the honour and chivalry of the Navy and therefore feel assured you have a good reason for inaction on the Potomac. I hope it is a wise policy and not the hazard of ships or men. Don't let this restrain us whenever the enemy should be driven. We must meet them at all points and everywhere show them a bold front.

I greatly fear the weather is unpropitious for Dupont. My head and heart have been with him and day and night I have been wakeful and watchful. A little earlier would have been better and yet we will believe it will be all we can wish.

It is a sad story we hear of Hollins and the Deltas! Can it be so? I trust not. If I had the power in these times I would bring all offenders to punishment and I am not sure that those who claim to be unfortunate would escape.

If Bell is not wanted to be held in reserve in case of McKean's breaking down he would make a good officer for the Pacific Squadron. Would it not be good policy to divide the Gulf as well as the Atlantic Blockade? I think the service might be better performed. It is not good policy to charge a man's mind too much and so it will add to efficiency it matters not whether one or two flags are flying. We have great and important work to be done there I hope at no distant time. Don't be unmindful of Farragut. He is a valuable officer whenever you can use him.

Tom Craven is my personal friend but if he is not up to his work I sincerely hope the Sec. will supercede

him. I cannot but think that Tom is slow unless under orders to be so.

I conversed with Steedman at the Astor House the day after you left and he gave me very interesting information of the Western Waters. It will be a glorious enterprise down the Mississippi and the only good thing I have heard of Fremont, if it should be placed to his credit, is the preparation of the vessels for the descent. I might say if I could, I should like to be one of them. I am glad the magniloquent gentleman, Jesse and all will be otherwise provided for. Our friends here say we are everywhere outnumbered and defeated and they begin to talk of the young Genl saying if two hundred thousand men more are wanted they can be available by the action of the government. It is quite time now that the Giant put forth his strength.

There was secession even here in our village of Huntington when I came home. I met some forty at their headquarters, threatened the leaders with Fort Lafayette and from that time there is not a man in the country but what is loyal. With my kind regards to all our friends in the Dep't I am

Faithfully your Friend

H. PAULDING

G. V. Fox Esqr.
Assistant Sec. of the Navy
Washington

[H. PAULDING TO G. V. FOX]

Huntington, Long Island
Oct. 23rd, 1861

My Dear Sir:

Steedman suggests at the proper time the recall of two of the Sail Frigates that will give us a thousand

well drilled seamen with their officers for the Western Waters. The moral as well as physical effect will be very great. We can get other men to fill their place in a short time—please have it in mind.

I will make gunners and I trust officers on board the North Carolina if I shall be favoured in the dispensations of Providence.

If you have no better first Lieut. to send to the New York Yard let Leonard Paulding come there if he can be spared from where he is employed. He says he cannot recruit at Chicago, seems pleased with his service on the Western Waters, but he is a hard working man and I can use him to great advantage.

With all my heart I wish you would drive the Rebels from the Batteries on the Potomac. Let not the navy suffer the disgrace of the Potomac's being closed against our transit. I am sure we have the power and let us use it.

I wish that men like Ward were there. Tell me something about this matter. I will be confidential if you desire it.

If you see Mrs. Lee say that, although I have not written I greatly desire that she and her gallant husband should be with me in New York. She will make the climate friendly to us all and to me her presence would always cheer the darkest day.

Tomorrow I go to the Retiring Board and the next day to the Yard. Always hurry me up and tell me what you want done and rely upon my zeal and steady determination to do all that is possible.

Faithfully your Friend

H. PAULDING.

G. V. Fox, Esqr.
Ass. Sec. of the Navy,
Washington

[E. SIMPSON TO G. V. FOX]

Unofficial

U. S. N. Academy.
Newport R. I.
Oct. 25th 1861

Dear Sir

Our 1st class is progressing very well, but it is very important for us to know positively if it is the intention of the Dept. to take them in February, as it would cause some change in the duties, which they would pursue between now and then.

If you conclude to take them, I believe that you will find, with one or two exceptions, the best drilled graduates in Seaman-ship and Gunnery that ever left the Academy. They were all with me afloat last summer, and I know that they can teach many of the new Ensigns who have been here for their final examination. I suppose that you are much in need of officers, and I have no hesitation in recommending you to take these Mids. of the 1st class in February *if you give us notice now.*

They are good Navigators, all of them being able to find Lat. and Time by the Sun, and many of them can determine the same by the Moon and bright stars. They will be a loss to the Academy, for they are doing their duty faithfully as cadet officers, and are a great assistance to me in carrying on discipline, but I shall have the 2d class to fall back upon and will, no doubt, succeed in inducing them to follow the example set by the present cadet officers.

I am very much in want of a set of Forwd Officers for the Practice ship John Adams, on board of which ship

I expect to do much sailoring during the Academic Year. I believe that you agree with me that she ought to have the pick of this class of officers.

Please let me know if unofficial notes are only troublesome to you.

Respectfully

G. V. Fox Esq
Asst. Secy. of Navy.

E. SIMPSON
Comdt. of Mids.

[EDWARD F. DEVENS TO G. V. FOX]

U. S. Ship Vincennes,
At Anchor off NE. Pass. Mississippi
October 28th 1861

Dear Sir

Thinking that an account of our retreat from the "head of the passes of the Mississippi" might be acceptable to you, I have ventured to send you a true account of the whole affair, as none of the responsibility of the "run" was vested in me, I can do so with impartiality.

The alarm was given at about 3.30 AM on the morning of 12 inst., caused by the appearance of the "Ram" close to the Preble, and making directly for the "Richmond," going at a most tremendous rate, which vessel she struck just abaft the foremast on the port side, and just below the water's edge, crushing in 3 planks of the outside planking and skin, each of which I should suppose were 4 inch oak plank. They succeeded in nailing on a piece of plank outside, and in this manner partially stopped the leak. The Richmond did not receive the whole force of the collision as she had a schooner alongside at the time which vessel was struck first and had her bowsprit carried away at the knight-heads, she

afterwards drifted ashore and fell into the hands of the rebels. Had in about ten tons of coal, and was formerly a prize to the "South Carolina," and one of the Vessels captured with arms for the traitor's aboard. From the appearance of the Richmond's side in the vicinity of the hole, I should say that the ram had claws or hooks attached to her, stationary, or masked by machinery, for the purpose of tearing out the plank from the ship's side. It is a most destructive invention. From those who saw, I learn that she resembles in shape, a cigar cut lengthwise, and very low in the water. She must be covered with railroad iron as all the shell which struck her glanced off, some directly at right angles. You could hear the shot strike quite plainly. They did not appear to trouble her much as she ran up the river at a very fast rate. That was the last we saw of her, just after she got clear of the Richmond, a rocket was fired from her. This was a signal to the rebels that all was right, for immediately three immense fire ships were lighted about two miles above us. These fire vessels were river Steamers covered with loose cotton, saturated with some very inflammable substance, probably raw turpentine, and towed by two tugs. The Richmond now made signal to get under way and proceed down the river, which was done by slipping the chain. At daylight four rebel steamers were seen coming down the river, and our ships in full retreat. They proved to be the Ivy, armed with one rifled 32 pound gun and a 24 pound howitzer, the McRae, formerly the 'Marquis de la Habana,' armed with a rifled 24 pounder and four 32's weighing 33 cwt and two river boats each armed with light rifled guns. I got the above from a Mobile newspaper. At about 6 A.M. the Ivy opened fire on us soon after the other steamers did the same. At first their firing was rather wild but after they got their

range they did better as the shell struck the water close to us and some of them threw the water on our decks. Just before we got to the bar we signalized interrogatory ♯43, "Shall we anchor"— Richmond answered ♯435, "Cross the bar, or run into port provided your pilot considers the same safe, otherwise make the negative signal," which we answered by making the "negative." This was not noticed by the R. Soon after we grounded on the bar, stern up river. The Richmond did not offer to tow us off, but made all possible exertion to get away. Running past us with both steam and sail on her, she grounded about ⅓d of a mile below us. All this time not one gun had been fired by us. It was outrageous to see a splendid ship like the R, one of our most efficient vessels running away from 9 guns, if she had been properly handled she would have had one if not two of the rebel steamers. After we grounded I went twice or three times to Capt. Handy before I got permission to get two of our eight inch shell guns out the stern ports. As these guns were in my division I had charge of them. I made short work getting them at work, and was obliged to fight them without breechings as none would fit the starts. Soon after I got to work with them the word was passed that the Richmond had made signal No 1 "Abandon ship." I was thunderstruck. I could not believe it. Then a regular panic ensued on board with the exception of the men I had with me at the guns. All hands left the ship with exception of my men, the gunner, Capt. H. the first lieutenant and myself, and we were ordered into the boats when the men said *No.* The rascals did not dare to come within range of our guns. I told Capt. H. so. One of my guns got partially dismounted. I reported it. Then the gunner was ordered to put the match to the magazine, for the purpose of blowing the ship up. They had no right to give

such an order. The ship had not been struck, nobody was hurt, and as I said before the traitors dare not come within range of our guns. The match having been applied to the magazine we all had to leave. It was a most disgraceful proceeding. Myself and gunner were among the last to go. An old man who had been in the service over thirty years burst into tears, and crying said, "O my God I have sailed under that flag many a year and never run from it before." He was at Tobasco and in the boat Charles Morris was killed in. This circumstance alone ought to lay hard on the hearts of those who ordered us to desert our ship without cause. We all went on board the "Richmond." Had not been there 20 minutes before the *Rebels* all went up river. I was sent down to Barataria-bay, in a small schooner for the "South Carolina." I made quick work of it. I went down a distance of 40 miles and returned in less than 12 hours. When I got back found that the McClellan was alongside the Richmond. Went on board and the officers told me that they were all ready to abandon ship. Such was their fear of the ram. As long as such men as Pope and Handy are to command we will never do anything. We want young men or men like David Porter. H. & Pope may be good men and religious men but religion will never kill rebels. After waiting some hour or so for the Vincennes to blow up a boat was sent from the R. to her and they found that the match had gone out. Whether the gunner left it so, knowing that the rebels dare not board the ship or not, I cannot say. He is a splendid man, and great reliance can be placed in him. I did not go on board until the next day as I was ordered to the Preble (which vessel was cruising outside) for some of our men. When I did go on board what a sight. All the 32^{s} had been thrown overboard, with some ten ton of round shot. The ship was towed

off, by the "McClellan and South Carolina." I truly felt ashamed for our side, the idea of such ships as ours being driven down the river by nine guns. It was outrageous.

It has now to be proved whether the signal to "abandon ship" was ever made. Capt. Pope denies ever making it. Capt. Handy as stoutly asserts that he did. We must have a Court of enquiry to clear up this matter, show where the blame rests, and let those who did their duty have a chance to clear themselves. If I were asked if the signal was made or if I believe it was made, I should be inclined to say, No, but I truly do believe that Capt. H. thinks it was made. When we left the ship Capt. H. wrapt an American ensign around him, and went on board the Richmond in this manner. During the whole I did not hear him give one order, but to order the men into the boats. We did not have much discipline on board. The powder was passed up from the magazine by the arm-ful, and men running up with a cartridge holding it by the tie. I could tell you much more than I wish to write. I am afraid that the men have lost faith in their Commander, if such is the case it is very bad. We have a fine set of men if ably commanded. The crew are mostly composed of fishermen and men brought up in the coasting trade. You can't find better sailors, nearly all Americans and good pluck when well handled and a good example shown them. We have men enough here to man two gun boats, if they really have no faith in those appointed to command them they would be much better when transferred to other ships, and would give a good account of themselves.

Winslow in the Water-Witch has done more hard work, than any other vessel here, going night and day. He has chased the "Ivy" up river three times. He

came down the pass on the day of our disgraceful retreat, a long distance astern of the "Richmond." Several times he ran up and tried to get the rascals to come within range of our guns. He ran under the Richmonds stern and said to Capt. Pope, "I consider it to be your duty sir to go up and engage the enemy." Capt. Pope replied, "I think it is your duty to do so, sir."

If any of the "Acting Masters" are ordered home to join the new gun boats, I would request that I might be one. I am thoroughly versed in all naval tactics and have confidence or vanity enough to say wherever I may be ordered, I will give a good account of myself. I have made an application to the "Secretary of the Navy," asking him "if it is deemed necessary to confirm any of the acting appointments made by him," that I might be one.

Trusting that this will find you and your family in good health, and again thanking you for your kindness to me, I remain,

Your most Obedient Servant

EDWD F. DEVENS

Acting Master, U. S. N.

Van Ness Phillips and paymaster Cutter wished me to remember them to you. I saw them to-day.

[C. H. DAVIS TO G. V. FOX]

Flag Ship Wabash, Port Royal
Nov. 8th, 1861.

My dear friend:

After my own immediate connections at home, I have thought of no one more than yourself in relation to the

fortunate termination, in the action of the 7th., of your labors, cares, and responsibilities, in assisting, fostering, and promoting this expedition.

I have been very sensible of the brave manner in which you have performed that part of your duty which required you to make the appointments to this and the northern squadron—and I heartily congratulate you upon a result which has fully justified your decided and responsible course of action.

Very faithfully yours

Hon. G. V. Fox. CHARLES DAVIS.

[THOS. O. SELFRIDGE TO G. V. FOX]

"U. S. S. Cumberland"
Off Newport News Nov. 11th/61

Sir,

Some months since I addressed a few remarks to the Dept., which were so kindly received, as to prompt me to the liberty of writing to you unofficially, some ideas that have possessed me for the capturing of Norfolk. Not that I have the presumption to suppose, that this plan of mine will be followed, but if there should be anything in it, that may serve as hints to others, I shall feel fully satisfied. I trust, Sir, at all events, if you consider the subject matter of this letter out of my province, you will ascribe it to zeal in the cause that we are mutually engaged in, rather than a desire to thrust myself into the notice of the Dept.

At this particular time, when the eyes of the South and indeed of the whole country are directed to the Southern expedition, it seems that a sudden and secret attack upon Norfolk, would be more likely of success

than at any other; but to ensure it with the force that is now here, it should only be known to the commanders until the hour of striking. If this can be done, I believe my plan would be successful, though no doubt at considerable sacrifice of life.

Sewall's Pt. and Craney Ild. are the two keys of Norfolk, once in our possession, they could be held by a small force, and we could take our time for the capture of the town.

The forces now here consisting of about 1000 men and three ships of war, could not be largely reinforced without exciting suspicion, and it is with this that I propose mainly to operate.

From the best accounts there are about 8000 men in and around Norfolk, but after manning their batteries, I do not believe that there would be more than 2000 troops available within two hours to defend Sewall's Pt.

I would propose the day before the attack, that the Cumberland should proceed down the Roads towards the Capes with an apparent intention of going to sea. On the night of the attack she should return, and 3000 of our best troops should be conveyed *after dark* to the "Rip Raps" ready for immediate embarkation.

At least 25 flat boats should be obtained capable of carrying 100 men or a company each. These, with all the howitzer boats of the squadron, should leave the Rip Raps, so as to be ready to land in the rear of Sewall's Pt., at the time the Minnesota and Cumberland commence their fire upon its batteries.

At least four of the new gun boats and two mortar vessels, at the same time should take their position for the bombardment of Craney Ild, and two steamboats, for instance the Express here, and some other, filled with troops should make a feint of landing in the vicinity of Pig's Pt.

To prevent suspicion, the gun boats and mortar vessels, very necessary to the success of the whole, should arrive and leave some days previous, for some near portion of the Virginian shore, say the mouth of York river, with orders to arrive in the Roads after dark, on the night appointed for the attack; and as additional precaution I would propose that the flat boats should be brought and carried away by these gun boats. To make a successful landing the flat boats should be manned by sailors, and it would be well that their crews should be picked out and drilled elsewhere.

There should be a couple of steamers of from four to five feet draft, armed temporarily with a 32 pdr., to precede the boats, and clear the shore for landing. One of such, the "Hunter Wood," is here now.

Sewall's Pt. in our possession, I think that Craney Ild. could be taken after a two days' bombardment, by an attack of our squadron in front, and troops in boats on the flank.

I claim nothing original in the above, nothing which I dare say has not been discussed elsewhere, and as I said, I put them on paper from zeal, rather than to court notoriety.

But I fully believe if the newspaper correspondents can be muzzled or better misled, if the whole system can be so perfected as to be known only to the commanding officers, and the preparations begun and ended in the night preceding the attack, that it will result in success.

I would add, what is no doubt known to you, that though the water is shoal around Craney Ild, that it will in all places admit vessels of 10 feet draft, and enable our new gun boats and temporary mortar vessels to take positions at 3000 yds., so as to *rake* the front defences of the Island, and at the same time be exposed

to the fire of comparatively few guns. Indeed this is the only way it should or could be attacked.

I have been thus particular in minor things, as the success of all plans, after all, depends principally upon little details.

I am Sir, Very Respectfully,
Your Obt. Servt.

Gus. V. Fox Esq.
Ass. Secretary of the Navy
Washington D. C.

THOS. O. SELFRIDGE
Lieut. U. S. N.

[G. V. FOX TO W. L. HUDSON]

Navy Department
Nov. 11, 1861.

Capt. W. L. Hudson
Boston

My dear Sir:

I received the papers in the "Mercedita" matter, and forwarded them to Mr. Morgan who has just returned them with his answer, a copy of which is enclosed. So far as I can recollect this matter, it may be stated thus briefly— Chas. Burrill (with the look of a dishonest man in his face) came here to sell steam boats generally, and the "Mercedita" in particular. He might from his actions, behavior, and appearance, be styled the underground agent. Jewett & Co. were the Patriots. They wrote to the President and all the Departments that they were loyal and true, and urged in strong terms that this vessel should be taken on high grounds. A. M. Gallaher, brother of the Purser, also appeared on the boards, but he was very unceremoniously tumbled overboard by Jewett & Co and disappeared after enter-

ing a protest at the Dept about his commission in the matter. The vessel was examined and objected to on account of the deck for the guns being low.

Thus matters stood for several months, this rascal Burrill turning up occasionally at the Dept. Finally they went to work upon our Board in New York and from $130000, came down to $100000 with an agreement to alter the vessels according to Constructor Pook's plan, which involved $15000 expense. If they have done this faithfully I have no doubt, as you say, they have had a hard time of it. They came at us with the belief that we were prepared and willing to buy every steamboat at anybody's price, and they have found out their error, and gnash their teeth in bitterness and disappointment. I think your opinion of the whole concern is very happily expressed and is certainly shared by the Dept. I cannot understand how your name was even mentioned by this Burrill. The Sec'y is perfectly indifferent whether it be published or not, so am I. We have not yet finished with this party.

Very sincerely,

G. V. Fox.

[H. PAULDING TO G. V. FOX]

Navy Yard, New York
Nov. 15th 1861

My Dear Sir;

Although I have but little time, I am too happy not to address you a word of congratulation upon the result of Dupont's first gallant assault upon the enemy. With so many disadvantages resulting from the terrific storm considered, the exploit was magnificently accomplished

and all naval men must acknowledge that the manner in which the assault was made and the enemy's defenses destroyed is unsurpassed for dashing gallantry as well as professional skill.

I thank Dupont for the honour he has conferred upon the Navy, doing justice to the character of our noble seamen and I am much gratified with the compliment he so justly conveys for the aid he received from you. There seems to have been no holding back in the Fleet but all our fine fellows came steadily and dashingly up to the work.

It will open the eyes of our delinquent countrymen to the prospective responsibilities upon their hands.

We are working all the time and as fast as we can. I have discontinued the night and Sunday work except in extreme cases. It was very expensive and we did not accomplish much.

The additional time by commencing earlier in the morning (recommended) will be much more for the interest of the government.

By the Times of yesterday, it is stated that Tom. Brasher is to relieve Almy. I hope it is not so and beg you will not permit so great an injury to be inflicted upon me or the public service. He can give me no assistance and I am in want of all I can get. Almy is familiar with the work of the yard and a very industrious, thoroughgoing officer. My office duties confine me so constantly that I must of necessity devolve the personal superintendence of outdoor work mostly upon the commander, and his task is very laborious. I would like to keep Almy at least as long as through the winter and when he leaves it is much to be desired that we should have a sensible man of good naval character.

And now let me beg of you, now that we have a foothold in Carolina, to send a crowd of ships, freighted

with our northern soldiers until we have at least one hundred thousand and more, as many more as may be necessary for conquest.

Dupont must take Bulls Bay, Fernandina and every other place along the coast where we may wish to cramp the enemy. They will have to leave Virginia if we do this and the task of the young General will be simplified in a great degree. Excuse me for writing so long a letter and believe me with kind regards

Your Friend

H. PAULDING

G. V. Fox Esq[r]
Ass. Sec. of the Navy
Washington

[O. H. PERRY TO G. V. FOX]

Lowell, Nov. 20, 1861

My dear Sir

I take a moment of your time to congratulate you on the well deserved success of your Naval Expedition. You have gained great reputation by it, "the right man in the right place" is conceded by all. It did my heart good to have your management of it so publicly acknowledged,—and it amuses me to think of some of your former business friends—tho' I have not had a chance to have a slap at the head devil.

We have been some what startled by Wilkes boarding the Trent,—tho' he could not well have done different, nor could an English commander have failed to fire into him had he been present. It will be a very severe test of English feeling towards us. The pressure that will be brought on the Government by those who desire a rupture with us will be great, perhaps more than

they can stand, then a war with England, then a chance for the Navy. I should have to offer for service, believing I could even now make as good a Naval Commander as you could get from the Merchant service, and a good deal better than some taken from the retired list. Still I hope for the sake of all, England may take a sensible view of the matter. Yet in any case you will have greatly to increase the Navy. I should be glad to have a line from you and anything you may say will be strictly confidential.

Yours most truly O. H. PERRY

P.S. We have had a famous year at the Ma'x.

G. V. Fox Esq
Washington D C.

[J. C. HOADLEY TO G. V. FOX]

Lawrence, Mass., Nov. 22, 1861.

My Dear Capt. Fox:

I am too happy to keep silence. The Navy is covering itself with glory, and filling the country with satisfaction.

The capture of Mason and Slidell is *too* good! I do not believe the capture of New Orleans itself would have diffused such lively and universal joy. I am quite sure I should not have felt such a thrill of delight in consequence of it. Indeed, I did not know that I could be so happy as this good fortune has made me.

Of course there is room for a great many "profound regrets" that circumstances rendered it necessary to take them from under the sheltering folds of the British flag.. "Sincere apologies" may be properly made for the trespass; with strong assurances that we

hope not to be obliged to do so again—until the next time! But we have the men! Of course England can have no interest in them or their fate,—that's lucky,—that simplifies the matter.

We have these arch rebels, and—unless we "swear them and let them go,"—they will do as hostages for the safe-keeping of Col. Corcoran, and the rest,—whatever may be the course of justice towards convicted pirates.

About that matter, I hope there will be no squeamishness, no pusillanimous hesitation to do strict justice to convicted felons, for fear of fresh and atrocious crimes threatened by their accomplices. I am not bloodthirsty, I trust.

I do not desire to see inaugurated a system of unnecessary and indiscriminate hanging.

I would not seek to deter the rebels from the execution of their ferocious threats by counter threats of bloody reprisals. But I would no sooner have our Government falter to hang the Savannah pirates in due course of justice, than I would have had Virginia hesitate to hang John Brown. The execution of a convicted pirate is an act of justice which all civilized men must applaud. Retaliation upon prisoners of war, would be an act of wanton and savage cruelty, which would make its authors abhorred of all men. Perhaps we of the patient North,—so full of almost unmanly complaisance towards men who are our enemies, while we are their best friends,—perhaps we can only be induced to make real, earnest war, which shall have for its sole end—not fighting rebels,—but conquering them,—by some such fiendish act as they dare to threaten.

By heaven! If so only can a pirate be hung, I will go voluntarily and deliver myself up to the rebels, for them to retaliate upon!

Your name is on all lips, in connection with the glorious achievements of the Navy.

You must know how delightful it is to me to hear such just encomiums bestowed on one I so highly esteem. When I wrote you last, I felt rather blue; and although I do not clearly remember all I wrote, I fear there were some indiscreet and unbecoming allusions to my private affairs,—I feel better now.

I have good letters lately from my brother-in-law, Mr. Cochran, of the firm of Ainslie and Cochran, Louisville, Ky. He is a Union man, of the truest dye, —and all his friends are of the same stamp.

He rendered early and efficient service, and continues to do so. A. & C. have an excellent Machine Shop and foundry, one of the best in the country, and the only one in Louisville which has continued to run without interruption. They are admirably fitted to make shot, shell and friction primers,—all which they have made to some extent,—acceptably, to the order of the chief of Ordnance there. They will execute orders to any extent, at the same prices paid elsewhere.

Large quantities of such munitions must be wanted in Kentucky; and ought not Louisville to supply them to some extent,—Louisville, which has behaved so well and suffered so much?

Of course I can neither degrade myself, nor insult you, by asking anything of this sort as a personal favor. The interests of the country are the only interests which either you or I can have in view. If those high interests can be best subserved by sending a large order for shot, shell &c. to Ainslie and Cochran, I trust it will be done.

But will you ever read so far in my long, illegible letter? I hardly dare hope so.

I went over to Lowell the other day, with my sister,

Mrs. Pease, to see her boy Henry, (younger than Lester,) who is a private in the 26th. Regt. Co. E. This is the old 6th Regt. M. V. M., Col. Jones, recruited up to full ranks. I went aboard the fine steamer "Constitution," on Wednesday, to see them off. It is a good regiment.

I *wish* General Sherman could have had 35,000. seasoned troops, so as to have taken immediate possession of Charleston and Savannah.

Please tell Mrs. Fox that Mrs. Griggs is with us now, and that both she and Mrs. Hoadley send love to her. Tell her also that Hattie has a fine girl, born on the 15th inst.,—Helen Cochran. All well with her. Please present my regards to all the members of your household.

Yours truly,

J. C. HOADLEY.

[C. W. FIELD TO G. V. FOX]

Private.

New York December 14th 1861.

Sir,

It was my intention on my return from Washington, to have copies made of the letter which I addressed to Major General George B. McClellan on the 7th inst., that one might be sent to the President and each member of the Cabinet, to General Meigs, Col[l]. Scott Assistant Secy of War, Captain Fox Assistant Secy of the Navy, Professor Bache L.L.D. of the Coast Survey, Professor Joseph Henry L.L.D., Secy of the Smithsonian Institute, and Commander J. M. Gilles Superintendent of the observatory, but as I feared the great press of busi-

ness would prevent the reading of so long a manuscript, I have had a few copies printed, and send one with this.

This matter I wished to have kept private until all the details were decided upon, but by some means unknown to me, it has appeared in several of the newspapers.

Trusting that this subject will at once receive the attention which its importance demands, I remain,

Very respectfully Your Obedient Servant
CYRUS W. FIELD.

Capt. G. V. Fox
Assistant Secy of the Navy
Washington, D. C.

[C. W. FIELD TO G. V. FOX]

New York December 16th 1861.

My dear Sir

On the 12th 13th and 14th instant, I wrote you, and now enclose copy of a letter which I addressed to the Secretary of the Treasury on 11th of last May.

Since that time I have visited Washington eight times for the purpose of urging upon Government the importance of establishing telegraphic communication with its principal Military and Naval Stations, on our Sea Coasts.

In ordering a cable it should be borne in mind that there is a difference of more than 50 per cent in different kinds of copper wire in conducting electricity, that is a cable made of a particular kind of copper wire will transmit through a long Submarine cable more than double the number the words in the same time, that other kinds will do.

I have a printed Report of the Joint Committee, appointed by the Lords of the Committee of Privy

Council for trade and the Atlantic Company to inquire into the Construction of Submarine Telegraph Cables; together with the minutes of Evidence and Appendix, presented to both Houses of Parliament by command of Her Majesty.

This Report makes a book of 519 pages 13 inches long by 8½ inches wide, and contains much valuable information, on Submarine Telegraph Cables, and I shall be happy to loan it to you if you desire it.

I remain Very truly your friend

CYRUS W. FIELD.

Captn. G. V. Fox
Assistant Secretary of the Navy
Washington D. C.

Enclosure

New York May 11th 1861.

My dear Sir

Please hand the above receipt to Miss Chase.

Pardon me for repeating in this letter some of the suggestions which I made to the President, yourself, and other Members of the Cabinet during my late visit to Washington.

1st. The Government to immediately seize all dispatches on file in the Telegraph Offices, which have been sent from Washington, Baltimore, Wilmington, Philadelphia, New York, Hartford, Boston and other Cities, within the last six months, as I feel confident they will on examination prove many persons, not now suspected to have been acting as Spies and traitors.

2nd. The Government to establish as soon as possible telegraph communication by means of submarine cable, between some of our principal Forts on the Sea-

board, and the nearest telegraph line, communicating with Washington, so that the Departments can almost instantly communicate with the commanding Officer, at every particular point desired.

3rd. For each Department of the Government to adopt a Cypher with its confidential Agent at important points of the Country, so that they can communicate confidentially by telegraph.

4th. For the Government to send at once a Confidential Agent to England, with a competent Naval Officer, to obtain from the British Government by purchase or otherwise, some of the improved Steam Gun Boats, and other vessels to protect our commerce, and to assist in blockading Southern ports.

5th. For the Government to immediately take such steps as may be necessary, either by a Confidential Agent, or through their Foreign Ministers, to prevent the purchase or Charter of Steamers in England or France for the Southern Confederacy.

I fear very much the effect upon our people, and the Governments in Europe should the Rebels be victorious in the first one or two battles, or successful in taking Vessels sailing under the United States Flag, or capture any of the small Steamers sent to blockade the Southern Coasts.

Every exertion must be made to crush out at once, this wicked Rebellion, and hang the leaders.

With much respect I remain

Very truly your friend

(signed) CYRUS W. FIELD.

Hon. Salmon P. Chase
Secretary of the Treasury
Washington D. C.

[F. ENGLE TO G. V. FOX]

Unofficial

Brooklyn Dec. 18th 1861
Pierpont House

My Dear Sir,

My mind is so entirely taken up with our Southern success that you must excuse me for troubling you with a short note. I merely wish to say that my early days were occupied on the Coast of the Mississippi in the Boxer with Capt. John Porter, that Ship Island was our rendezvous. Our Boats visited daily the Bay of St. Louis, Car Island, &c &c.

It would give me great pleasure to command any thing to act in that neighborhood from a Gun Boat up. Our cruising comprised Barataria, Vermillion Bay &c &c as far west as Galveston— When with Com. Porter in the Piratical War, I commanded the Schr Ferrett and made myself a thorough Pilot of every harbour in the Island of Cuba, and of the Old Channel, Bahama Banks, &c. I ran the Sea Gull our first sea steamer entirely up to Newvitas and have entered the Harbour of Pensacola, Piloting the Boston leading two other ships of war having Pilots. I know I could be useful on our Southern Coast and would be much pleased at having a command of any vessel of small draft where I could lead myself. I know the passages and channels, from Cape Florida to the Tortugas. I may say that my entire Service has been in the West Indies.

I have asked for 10 Gun Boats to pass the Forts and to touch up Mobile. I believe I can pass in at night without losing a man or receiving a shot. We are now

doing so well it should be kept up. It seems to me that we are closing around the Rebels as the Western Hunters do the Game, by surrounding them and closing them in— It is cheering to see the energy of the Navy Dept. and the success which has followed it. The Navy is growing fast in the estimation of the people. Give the Navy proper tools to work with and there will be no fear of it. Our seamen are true to a man. Would that our officers had been so!

The Decotah has arrived; her 1st Lt. Parker should be looked to.

Very Respf. Your friend and Obt. Servt.
F. ENGLE

Hon. G. V. Fox
Act Secy of the Navy

[H. H. BELL TO G. V. FOX]

New York December 19th 1861

My Dear Sir

I had the pleasure, yesterday, to receive your note of the 16th instant, and appreciate, very cordially, its kind tone.

I have made several applications for sea service, and am happy to perceive from the tenor of your communication, that there is a disposition in the Department, to respond to such application, on my part.

The duties, which, at present, occupy me, are approaching a termination and should be concluded within 30 days, or less time.

Touching the offer you make me, I would remark that my last cruize was made in command of the San Jacinto, for two years, and ten months. I do not consider her a desirable vessel; she has been always defec-

tive in propeller, and shaft, is slow, and, worse than all, has a battery of the lightest class, of VIII Inch shell guns (55 cwt). In fine, whether considered as a cruizer, or for bombardment, she is, altogether, a very inefficient vessel.

While I hold myself ready to accept whatever service, or vessel, the Department may assign me, yet, if I may be allowed a preference, I should like an efficient command, such as one of the gun boats, of the class of the Tuscarora.

I am Most Respectfully
Your Obdt. Servt.

G. V. Fox Esq.
Assist. Secretary of the Navy
Washington City D. C.

H. H. Bell

[W. W. McKean to G. V. Fox]

U. S. Flag Ship "Niagara"
Ship Island.
January 30th 1862

Dear Sir,

Your unofficial communication of Nov'r 18th 1861, was received on the 27th inst. by the "Connecticut"; where it has been in the meantime, I cannot imagine.

I deeply regret that I have been unable to strike an effective blow, but it has never been in my power to collect a sufficient force for that purpose, without neglecting the blockade, which I did not feel authorized to do. Three months since four of the new Gun Boats, could I think, with the assistance of this Ship outside, have entered Mobile harbor, and cut off all communications with Fort Morgan, now, it will require at least double that force, as Fort Morgan has been greatly strength-

ened, and a number of batteries erected. The Rebels have now three Gun Boats in the Harbor, two of which we *know* to be *heavily armed,* and it is said they have three *iron clad* Gun Boats, building, one of which was to be completed by the 1st of January. If I had *now* six of the regular Gun Boats at my disposal, I think Fort Morgan could be taken, as with the Harbor once in our possession, all supplies could be effectually cut off, which would make it simply a question of time, and I very much doubt if they have over a fortnights supply of provisions in the Fort.

I have just received information from our Consul General at Havana, which leads me to think the Rebels may make another demonstration at the Mississippi River. I shall run down there immediately in this Ship and I have ordered the "Itaska" to Mobile, and the Brooklyn to the Pass à l'Outre. It is my intention to proceed down the coast as far as Galveston, or perhaps to the Rio Grande; I should have done so previous to the arrival of the "Connecticut," had I not been prevented by scarcity of coal, a supply of which however has now arrived. The hulk mentioned in my last letter to the Department, dated Dec'r 6th 1861, is *very much* needed here.

I am Sir, Very truly Yours

WM. W. MCKEAN

Gustavus V. Fox Esq.
Asst. Secretary of the Navy—
Washington D. C.

[J. W. GRIMES TO G. V. FOX]

Mr. Fox—

See the President & Stanton & get permission to take seamen from the army to move your ships. Do it to-

day. Give not sleep to your eyes nor slumber to your eyelids until it is done, an early—immediate attack on New Orleans will save us & it is the only thing that will. Don't wait for the Army; take it & hold it until the Army comes up. This is practicable as sure as there is a God in heaven. This Government will crumble to pieces unless something is speedily done. The trouble will be in the north west, where a sentiment is growing up that is perfectly indescribable & that will soon become uncontrollable. The attack upon & capture of New Orleans will relieve us of this difficulty. That city is the real key to the enemies positions. The Lane & Hunter expeditions will only prove disastrous. The enemies ports & coast is the point of attack. The country looks to the Navy. You are our only solution, move Heaven and Earth & do it *at once.*

You see I am excited this morning. It is true, for I can see a cloud in the horizon that portends a terrible storm. If I can aid you in this say so at once, in any way, at any time, with any sacrifice of time, labor or pride.

Yours

Feb. 3d 1862. GRIMES

[F. ENGLE TO G. V. FOX]

Unofficial

Brooklyn Feby 5th 1862

My dear Sir,

I have had the pleasure to receive your very kind letter of the 30h, ult. last evening, which I highly appreciate. It is friendly, and what is still better, *it is manly.*

There is but one course to pursue in regard to Officers— the direct line, You have chosen *that,* which always will with the right minded Command respect.

My Sin seems to be "Physical disability."

It is hard for an Officer to believe himself in that state who never missed a watch, who never was sick, except with yellow fever three times contracted in the service after smugglers with John Porter, and with Comm^{o} Porter after Pirates.

'Tis true that the bones of my legs became bent or curved, it is better to have that than even a slight derangement of mind. It was caused by hard service when in Com^{d}. of the Princeton when she did the duty of half a dozen ships off Vera Cruz, Pensacola &c. &c. Our food was fresh Pork, fed on still House swill, which medical Officers say deprived my bones of Lime.

I never have been in any ship where I have not gone aloft more frequently than any Officer in her, even during my recent cruise where I was Flag Officer, land was never discovered, nor sail ever seen, that I did not go aloft to ascertain their Character. It is my habit.

Has not the Hon: Secretary been wrongly informed by men who can point to no other defect to injure me, men whom I have led in my every grade, 25 of us were Commissioned Lieutenants, I was the first who rec^{d}. the appointment of 1st. Lieut— As a Commander I was ahead, as a Captain I Commanded the Minnesota & Wabash, I was offered the Niagara by M^{r}. Steers in the presence of Chief Engineer Farron who introduced me to him— I told M^{r}. Lenthall who said no! we wish you for one of our Ships— Now Sir, can it be called *vanity* for me to say to you, that *there must be something in me* other than physical disability— Let those who have endeavored to injure me with the Hon: Secretary come with me, and I flatter myself if they get

into a hotter place than I will select for them, they will have to go out of this world to find it.

Physical Disability!

Why Sir, I walk from the Hotel in Brooklyn to the North river carrying my valise, I walked yesterday to the Navy Yard and was on board half the vessels fitting out, and then hunted up my old and true friend Commº. Paulding and continued examining his command.

You know Sir that during action a Captain must be on the Quarter deck in an elevated position, where he can see the direction and effect of every shot, He must be there where he can be found on the instant in case of accident below decks. A Commº. must be there to govern his fleet or Squadron, and during hours of the fiercest action his duty does not demand 30 ft of movement.

Physical Disability!

I can beat with a Steamer, the best man you have got.

Commº. Paulding handed me the Register to name the most competent Captain to Command the Squadron when it was divided, I named DuPont— Mervine was sent.

One of the leading Gentlemen prominent in getting up the Pennª. Expedition asked me to give him some of the leading points of my naval service, that he desired to nominate me as the Comdg. Naval Officer. That does not look like Physical Disability being entertained by those who know me.

I beg pardon for writing you so long a letter, If any thing shows weakness it is *that.*

Please allow me a few days to think of the California Yard, my family is so large, I cannot see how I can accept it, However, whatever becomes of me, I can never forget your kindness, persons raised as I have been, by

my own exertions, have few such records to forget, so when they do come, they make their mark—a mark of everlasting friendship, my greatest pleasure will be to see your elevation.

Very respectfully

Hon: G. V. Fox
Asst Secy of the Navy

F. ENGLE

[B. F. BUTLER TO G. V. FOX]

H'd Qr's Dep't of New England
Boston, Feby 10th 1862

To Capt. G. V. Fox
Asst. Secy. of Navy
Dear Sir

I inclose extracts from report of Brig. Genl. Phelps of the 18th ult. that you may know the condition of Ship Island as to guns &c.

"We have received no heavy guns or carriages in addition to the four that were turned over to us by the Navy. I this moment learn that the Nightingale which has just arrived brings seventeen nine inch guns with navy carriages from the Tortugas. I shall take some of them."

"The intercourse between New Orleans and Mobile, by the Sound, appears to be stopped."

"The gun boats which have been sent out have thus far drawn too much water to be as efficient as desirable, and a considerable number of them at present appear to be in an unserviceable condition or defective from some cause or other. A half dozen boats with hulls like the high pressure steamers and with oscillating cylinders below deck, armed with Sawyer rifles and eleven inch guns, drawing from five to seven feet of

water would be of more service here than vessels of any other kind. With such vessels the trade of New Orleans and Mobile could be perfectly strangulated, and an army could take possession of points with facility. As it is we seem to be paralyzed either from the want of a plan or vessels or both."

From these extracts you will readily see the wants in that locality and I have no doubt that you will take measures to have the deficiency remedied.

Most truly yours

BENJ. F. BUTLER

[J. G. BARNARD TO G. V. FOX]

Office of Chief Engineer A. P.
Washⁿ Feb 12″/62

G. V. Fox Esqr.
Asst. Secy of Navy
Sir

I find such a deficiency of accurate information in relation to the approaches to Norfolk that cannot venture to mark out a plan of attack. I feel no doubt however that every particular of information required ought to be easily obtainable by the Naval and Military authorities at Hampton Roads and Fort Monroe. I will make a few suggestions however which will show where information is most needed.

First as to a Naval—or a joint Naval and land attack by Elizabeth River.

The coast survey chart shows that at Sewall's Point the *farther* 18ft curve is about ¾th mile from Sewall's Point, and ascending the River it recedes so that the mid-channel line is a mile from the Norfolk shores (which are low). (Vessels drawing 12 feet can pass more than a mile from Sewall's Point)

At Craney Island the mid-channel line is about 900^{yds} from extremity of island, the farther 18′ curve being 1200 and the nearer about 600 yards from the island, while vessels drawing 8 or 9^{ft} of water can pass a mile distant.

A little over a mile above Craney Island the mid-channel line approaches to about ½ mile of Lambert's Point (Norfolk side) (the farther 18^{ft} curve being however 1200 or 1300 yds distant and the nearer separated by a very shoal flat, of 4 or 500 yds, from the Point).

From Lambert's Point to Fort Norfolk (about 1½ miles) the channel narrows and draws nearer the Norfolk shore, Fort Norfolk appearing to have a fine raking fire and a close cross fire.

The old works "Fort Norfolk" and the Craney Island Fort were too contemptible to require any special notice—but it is probable that the rebels have accumulated guns in open batteries at Sewall's Point, Craney Island and from Lambert's Point to Fort Norfolk.

Such batteries are necessarily low, and a fleet like that which reduced the Forts at Hatteras and Port Royal would little hesitate, I should think to engage, or *pass* Sewall's Point and Craney Island; but the raking and cross fire likely to be met with from Lambert's Point to Fort Norfolk might cause hesitation unless the fleet was very numerous or assurance had that the guns were *not* numerous, or not formidable.

If there are obstructions in the channel between Lambert's Point and Fort Norfolk, these may make a Naval attack impracticable.

Here then I indicate necessary points of information which, I should think, should be obtainable by the Military or Naval authorities in the neighborhood—viz. the number and character of guns in each and all

these batteries—the character and position of obstructions.

The "West Branch" of the Elizabeth River appears to be accessible to vessels drawing *over* 12 feet (how much over I cannot make out).

Vessels entering it may keep 1½ miles from Fort Norfolk and say ¾th mile from Lambert's Point. (Qu? The XI & IX in shell guns of the Hatteras fleet are said to have reduced Forts Clarke and Hatteras at *two miles distance*—might not the Craney Island and the Lambert's Point batteries first be silenced, and then the guns of Fort Norfolk engaged from *below* the obstructions?)

It would be idle to think of taking a fleet of transports up the Elizabeth River at all while the batteries were intact, but if the lower batteries could be reduced and possession obtained up as far as the obstructions it would be practicable to land a force from the Western Branch, from whence easy roads lead to the Navy Yard.

As to operating elsewhere than the Elizabeth River I would remark that the approach from Linnhaven Bay has been so much talked about that I imagine the rebels' most elaborate defences are on that side; besides the tributaries of "Turner's Creek," and the Eastern Branch of the Elizabeth, so interlock that the defensive position is *very* strong.

The "Nansemond River" can be entered with 16 or 17 feet of water, which can be carried up to "Tower Point" and probably 3 or 4 miles further to the Ferry at "Sleepy Hole"; and it is not unlikely that light draft gun-boats could go up to Suffolk, though I find no information on this point.

With the imperfect information I have I should look upon the Nansemond as the route of attack. The number of troops to be regulated by the number known to be

at Norfolk—enough to beat them and at the same time defend the line of the Nansemond against reinforcements.

The "modus operandi" I should suppose would be somewhat as follows. First get the transports at Fort Monroe and Annapolis. (The kind of vessels for *such* a service, it is probable could be obtained). My preparations would (as did the Burnside exped[n]) threaten equally the James, York, Rappahannock, as well as Norfolk. When ready to act let the heavy ships of the Squadron attack the Elizabeth River to divert the enemy's attention—all the rest with the transports steam up the Nansemond, landing at the most convenient points—a large force proceeding as rapidly as possible to Suffolk (gunboats to ascend the River if they can, to that Point), to seize that Point, while the bulk of the army marches upon Portsmouth.

If such an operation is successful *at all* it captures not only Norfolk and the Navy Yard—but the entire defensive Army.

Much additional information is required before this project can be matured—even adopted; and it is quite likely that could a vigorous blow be struck *at this moment,* Norfolk would fall, with less preparation; but of this I am not enough master of the "localities" and the "situation" to judge.

The operation has one great recommendation I think —all the Potomac flotilla—all the Steamers near here and at Baltimore and Annapolis would be available for it.

I am very Resptly Yours very truly

J. G. BARNARD

B. G. & Cf. Eg. A.P.

P. S. It is particularly important to ascertain the best landings on the Nansemond—the depth of water up to

them—the roads leading from them—and whether *there are any defences,* against ascending the River, or against a land march from thence.

[J. A. DAHLGREN TO G. V. FOX]

Navy Yard Feb. 14

Dear Fox—

If you have noticed accidents elsewhere with Rifled Cannon you will perceive that I have not been over solicitous about our own, particularly with metal so unfit.

The newspapers give the following:—

1—Heavy Rifled Cannon burst at Columbus after a few fires *in practice.* Killed several persons and wounded Bishop Polk.

2—Rifled gun burst in small Rebel Steamer whilst firing at the Massachusetts near Ship Island.

3—Rifled Cannon burst at Port Royal when attacked by our Ships Nov. 7.

4—Rifled 24 or 32 pdr burst at Fort Henry, when attacked by our Steamers, Feb. 6″.

5—32 pdr rifled by James burst at 216 fire— Sag Harbor, Febr.

6—Rifled gun by Sawyer burst at Rip Raps, in practice Feb 11″—killed two or three men and wounded others.

I believe I have succeeded in securing the present feeble pieces against any such danger, having tested several, one of them to 500 fires, and still safe.

But this I only consider as a temporary expedient and beg you will push my requisitions as rapidly as possible. Time is more than money now.

Most truly yours

Hon. G. V. Fox
Assist Sec of Navy

J. A. DAHLGREN

[LIEUT. WAINWRIGHT TO G. V. FOX]

Private

U S Steamer H Lane
Potomac River,
February 15th 1862

Dear Fox,

We passed the batteries this morning, but not without accident. We had no chances either Thursday or Friday, this morning however, we had a driving snow storm, so thick we could not see the Virginia shore, & I determined to take advantage of it. The Pilot, the same who took the Pensacola & Perry down, thought we could not have a better chance, & so we started, we passed Cockpit point without either seeing or being seen, at Possum nose, we could barely make out the line of the shore, but were not fired upon. When opposite Shipping point, unfortunately it lighted up a little, & we saw the shore pretty distinctly, but it was too late to turn back, we were going along very rapidly, & I had just remarked to Porter, that they must be keeping a very bad lookout, when they opened on us, & the very first shot hit us, striking the after side of the port wheel house, & cutting off the outer rim of the wheel.

They must have been looking out for us, as they had not time to move their guns, after first catching sight of us, & the battery was abaft our beams before the first

shot was fired. They fired at us six times, all the shot being very well aimed & passing just over our heads, the last, a shell, burst a little short of us, but no farther damage was done. The Jacob Bell & Baltimore followed us some distance astern, but neither were hit, two schooners also came down, one of which I fear has been sunk. Just after we passed, it shut down again as thick as ever, which accounts for the other steamers not being hit. The Chief Engineer tells me it will take a day & a half to put a new piece on the wheel, & we shall be detained at Hampton Roads that length of time. I presume we shall find the necessary facilities in the work shops at Old Point. I regret this accident very much, but console myself with the reflection that it might have been very much worse. I desired to write you a letter before sailing but did not think it would have been so long a one, or that I should have a mishap to relate. I wished to thank you, which I have not yet done, for giving me the command of this fine little vessel, I am satisfied with her in every respect, & hope to be able to give a good account of her, though I have been a little unlucky at the start. In taking leave of you, you must permit me to say how much admiration I have felt, at seeing the combined energy, judgment, & tact, with which you have controlled the affairs of a Department the chief management of which so evidently rests upon your shoulders. As I wrote you once before, I felt sure the best interests of the service could not be placed in better hands, & my association with you, has only tended to confirm that impression, & cause me to rejoice that you have been called to your present honorable & responsible position. With my best regards to Mrs. Fox, believe me,

Very truly your friend

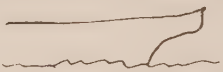
J. M. WAINWRIGHT.

[G. V. FOX TO B. F. DELANO]

Navy Department
February 21, 1862

B. F. Delano Esq.
Naval Constructor
New York Navy Yard

Dear Sir:

Mr. Lenthall tells me that you are going ahead with the other new fast sloop and that you are following some suggestions of mine with regard to her bow. I ought to say to you that I am entirely ignorant of every part of the science of construction. In my conversation with Mr. Lenthall I merely urged certain points of beauty. I am led to this because in every part of the world our merchant ships are the admiration of all sailors, and I cannot understand why we are not able to approach them with our men of war. Take for instance the Mohican, her sides look as though they were hollow, and her cut water is thus:  Yesterday Mr. Lenthall and myself went over to Baltimore to see the Miami which has put back in disgrace, and a disgrace she is in every part of her. She is a great clumsy, ugly, eight knot boat, and will never go faster without driving with the blower. The guns are put in the eyes of her, consequently she looks like a bowl at each end. This is a specimen of the Fast side wheel boats authorized by Congress. If my suggestions are followed in the new fast sloop they will be these—perpendicular stem, very light oval stern of a *regular* curve, sides rounding, not only from the

rail to the water, but from the fore to the mizzen chain. Clear less than usual, and by all means avoid the rise of the after part of the ship, a cocked up stern, which all our steamers have, let the rise be forward, but not aft, and the line of the rail should not be broken by the Forecastle or poop. But I consider the most important matter, an outline of the spar deck, similar to the water line, especially forward. That is too narrow in both forward and aft to avoid the flare which ruins beauty, ruins strength, and renders the vessel uneasy at sea, without one single advantage to compensate. I think more of this than any other point, without it none of my points should be adopted. If these can be made without touching any of her qualities, and you only must be the judge of that, I will be responsible for her looks, but if *part* are adopted, and not *all,* I wash my hands of it—for example:—to put an upright stem on a vessel with the usual heavy stern would be ridiculous. I advocate these matters, because I am proud of our Navy and feel a deep interest, and I know how much people go for looks. Luck even gets attached to a beautiful craft, but never to an ugly one.

Yours truly,

G. V. Fox.

[G. B. McCLELLAN TO G. V. FOX]

Head-Quarters, Army of the Potomac,
Washington, Feb 21, 1862.

My dear Sir

I enclose copy of despatch from Fort Monroe to which I have not yet replied. Will you be good enough

to send me your views by bearer that I may reply understandingly to Genl Wool.

Very truly yours

G. V. Fox Esq
Asst Secty Navy.

GEO B MCCLELLAN
Maj Gel.

Enclosure

[MAJ. GEN. WOOL TO G. B. McCLELLAN]

(Copy)

United States Military Telegraph
Headquarters, Army of the Potomac,
Washington, Feb. 21st 1862

From Hd. Qurs. Dept. of Va. Fort Monroe Va.
Via Cherrystone Feb. 21st
To Maj. Gen. G. B. McClellan.

From a reliable friend at Norfolk Va a messenger brought a concealed despatch stating the iron clad Steamers Merrimac, Yorktown and Jamestown within five days in conjunction with a land force will attack Newport News at night also that Savannah was captured by Union forces— General Wool is fully prepared to meet the land forces and suggests that the Naval force should be increased. Part of two regiments twenty first Indiana and fourth Wisconsin arrived from Baltimore yesterday for General Butler's expedition. They will be sent to Newport News. Shall remain at this Station for a return message.

By Command of
MAJ. GEN. WOOL.
(signed) WM. P. JONES
Maj. & A.D.C.

[R. H. WYMAN TO G. V. FOX]

"Potomac Flotilla"
February 28th 1862

Hon G. V. Fox,
Sir.

After much talk and preparation the project of Gen[l] Hooker for crossing and seizing the batteries on the Virginia side, has been abandoned in the manner in which he proposed & which I judged would in all probability have ended in the defeat of our troops who would have been in much smaller force than those of the enemy. Gen[l] Barnard came down & had a conference with Gen[l] Hooker, Negly & myself, and was of the opinion that such a movement could not be attempted with any chance of success. But another plan is proposed, by which a large force will be thrown across. Does the "Monitor" come here? I judge that Cock-pit point battery can easily be taken & Guns spiked by ourselves. I only regret that she cannot belong to the "Flotilla" until the River is cleared, and that her Commander is my senior— Yesterday the enemy brought two heavy rifled field pieces to a hill opposite Liverpool point and threw their shell well on to that point, the distance across there is about four miles. On the day before yesterday our pickets advanced in force to the Occoquan river and occupy I think at present the peninsula as far as the Occoquan, the weather has been so boisterous that I have been unable to ascertain their exact position and the water is too shoal to enter the Occoquan river.

In the blow the Schooner Scout was capsized and a Launch swamped. I shall get them both up as soon as the wind goes down.

I am Sir Very Respectfully Y O Svt
R. H. WYMAN
Comdr "Potomac Flotilla"

[B. F. BUTLER TO G. V. FOX]

Off Port Royal
Sunday March 2, 1862

My dear Fox

You will hear, I doubt not, all manner of stories about us. The truth is this. We got off from Fortress Monroe Tuesday afternoon last at 9 P.M. We arrived by a pleasant run off Hatteras about 6 o'clock the next evening where we had intended to stop to take in Genl. Williams, but, the weather looking in the most threatening aspect, the Captain with my concurrence stood off to sea. Well indeed we did, for there came on a most violent south-east storm followed by a north-easterly gale. These we rode out bravely without casualty, although they drove us far to the north. The next day, Thursday, at 12 we resumed our course southward, and with a favorable wind made a fine run till at ½ past eight o'clock Friday morning, with a clear sky and a smooth sea, in the face of Cape Fear light in full sight, and with a buoy to mark our progress on our port quarter we ran on "Frying pan shoals." How this could have been done it is impossible to say, but so it was done. After thumping there till 12 noon, the Mt. Vernon (Steamer) came down to us and tried to pull us off but

failed so to do. I then ordered a disembarkation of all the troops possible on board the Mt. Vernon, which was done as fast as possible, but, owing to the sea way and night coming on, it was impossible to get off more than 250. At this time, seven P.M., the Mt. Vernon was obliged to leave us for its own safety but remained in the offing.

After lightening the Ship as much as possible, and by a piece of good fortune seldom happening to a vessel, with much difficulty we forced her over the shoal. An hour more would have lost us, as the wind was freshening and in that time would have made a clean breach over us.

The Mt. Vernon piloted us into an anchorage at the south of Cape Fear light where we lay till 5 o'clock Saturday evening shifting cargo and getting engine in order. I had a survey of the boat made here and found that while on the shoal we had stove in a hole in her starboard bow, which had filled the lower forward hold with water, and although we had been bailing and pumping for the previous twenty four hours the water was hardly kept under.

She has water-tight compartments however, and so long as we could keep the water out of her fire room we were in no danger comparatively where all was hazardous. The board advised that we should go forward to Port Royal if the Mt. Vernon would accompany us, which Commander Glisson kindly consented to do.

It had a pretty ugly look, but I could see nothing else for it. We could not lie where we were, and although we were two feet down by the head with a pretty savage list to port, we must go on. And so here we are running into Port Royal with no great damage, save loss of stores by water and throwing over, but not much disabled.

Commander Glisson, whose prompt kindness and efficiency I cannot too much commend, courteously detailed Acting Master Sturgis to accompany us on our voyage, so that now we have at least a good sailing master with us.

At Port Royal, if this ship can be repaired in the leak, for she has commended herself in every other respect, I shall go forward in her, if not, shall endeavor to get there other transportation. All our men and most of our officers behaved admirably. Some signal instances of cowardice have shown themselves which will be taken care of and as signal instances of good conduct which will be remembered.

We are not disabled or disheartened, nor much delayed and will give our attention to the objects of our expedition with the same faith as ever.

The Mt. Vernon has just left us within 15 miles of Port Royal, and we have taken a pilot on board.

Very truly yours

B. F. BUTLER

Capt. G. V. Fox
Asst Secretary of the Navy
Washington

[G. V. FOX TO CAPT. JOHN MARSTON]

Fort Monroe Va.
March 8th, 1862.

Cap't John Marston
Senior Naval officer
Hampton Roads.

Sir:

After the experience of yesterday I am clearly of the opinion that the "Minnesota," "St Lawrence" and the "Roanoke" should leave this anchorage as soon as pos-

sible. The Hospital ship and hulks might be moored below the fort in shallow water, and the disabled gun boats including the Whitehall, sent to Baltimore for repairs.

Let the gun boats bound to Port Royal remain here under Commander Poor's orders, who, I presume you will leave at the fort. He might also keep the King Phillip and Baltimore for the present. Let the "St Lawrence" go into the Potomac and the "Minnesota" and "Roanoke" to New York. The "Monitor" of course stays here, and I would suggest leaving a Lieutenant here with Comdr Poor. I have read this letter to Major Genl Wool and he fully concurs in the suggestions.

If you or the com'd'g officers see any objections please communicate with me, otherwise carry them out.

Very respectfully

G. V. Fox.

[G. V. FOX TO CAPT. JOHN MARSTON]

Unofficial

Head Quarters Department of Va.
Fort Monroe, Va. March 8th, 1862.

Cap't John Marston
My dear Sir:

I venture to suggest that immediate provision should be made for the removal of the "Brandywine" and the Harbor generally cleared of all sailing vessels, and the steamers in a condition to move off in a moment.

At high water all the large steamers ought to take hold of the Minnesota and try and pull her off. Please make arrangements to supply the "Monitor" with am-

munition. I hope you will keep tugs to move you and the St Lawrence. If the M't Vernon is useless she better go at once to Baltimore to repair.

Very truly yours

G. V. Fox

[G. V. FOX TO GIDEON WELLES]

(Copy of telegram)

Rec'd M'ch 9th 1862
From Fortress Monroe 6 45 P.M.

To Hon Gideon Welles
Secretary of the Navy

The Monitor arrived at 10 P.M. last night, and went immediately to the protection of the Minnesota, lying aground just below Newport News. At 7 A.M. today the Merrimac accompanied by two wooden steamers and several tugs stood out towards the Minnesota and opened fire. The Monitor met them at once and opened her fire when all the enemy's vessels retired excepting the Merrimac. These two iron clad vessels fought, part of the time touching each other, from 8 A.M. until noon, when the Merrimac retired. Whether she is injured or not it is impossible to say. Lieut J. L. Worden, who commanded the Monitor, handled her with great skill, assisted by Chief Engineer A. C. Stimers. Lieut. Worden was injured by the cement from the Pilot House being driven into his eyes, but I think not seriously. The Minnesota kept up a continuous fire and is herself somewhat injured. She was moved considerably today and will probably be off to-night. The

Monitor is uninjured and ready at any moment to repel another attack.

(Signed) G. V. Fox
Ass't Sec'y

[G. V. FOX TO G. B. McCLELLAN]

(Copy)

United States Military Telegraph,
War Department,
Washington, D. C.,
Old Point Comfort
March 9th 11 45 PM

Maj Gen Geo B McClellan
Washington D C

The performance of the "Monitor" today against the "Merrimac" shows a slight superiority in favor of the "Monitor," as the Merrimac was forced to retreat to Norfolk after a four hours engagement: at times the Vessels touching each other.

The damage to the "Merrimac" cannot be ascertained. She retreated under Steam without assistance. The "Monitor" is all ready for her tomorrow, but I think the "Merrimac" may be obliged to lay up for a few days. She is an ugly customer and it is too good luck to believe we are yet clear of her. Our hopes are upon the "Monitor" and this day's work shows that the "Merrimac" must attend to her alone.

I have ordered the large frigates to leave.

G. V. Fox
Asst Secy

[G. V. FOX TO M. BLAIR]

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2 Dated Ft. Monroe....Mch 10.....1862.
Rec'd, Washington,..10..1862, ..o'clock, ..min. M.

To..Hon. M. Blair..P.M.G.....

Please lookout for Virginia until my return. I may have to stay over tonight as my presence is indispensable. I think the Merrimac is laid up for a few days not more and in that time the Harbor will be cleared for the Iron Combatants, it is a most historical fight four hours fighting and nobody hurt everybody is in good spirits especially as the Minnesota is off.

70/Col 145

G. V. Fox

[GIDEON WELLES TO G. V. FOX]

Navy Department March 10, 1862.

It is directed by the President that the Monitor be not too much exposed, and that in no event shall any attempt be made to proceed with her unattended to Nor-

folk. If vessels can be procured and loaded with stone and sunk in the channel, it is important that it should be done. The San Jacinto and Dakota have sailed from Boston to Hampton Roads, and the Sabine in tow of Baltic & a tug, from New York. Gunboats will be ordered forthwith. Would it not be well to detain the Minnesota until the other vessels arrive?

Gustavus V. Fox
Assistant Secretary of the Navy

GIDEON WELLES
Fortress Monroe

[J. G. BARNARD TO G. V. FOX]

[Telegram in cipher]

United States Military Telegraph
Head Quarters Army of the Potomac,
Washington, D. C. Mch. 12, 1862.

From
Fairfax C. H.
G. V. Fox
Asst Secy. of Navy.

The possibility of the Merrimac appearing again paralyzes the movements of this army by whatever route is adopted. How long a time would it require to complete the vessel built at Green River working night and day? How long would Stevens require to finish his vessel so far as to enable her to contend with the Merrimac if she is uninjured? Of course no precautions would avail and the Monitor must be the sole reliance. But if injured so as to require considerable repairs these things are important to be considered. The General would desire any suggestion of your own on this subject. By order of Maj Gen McClellan

J. G. BARNARD
Chief Engineer.

[G. V. FOX TO GEN. McCLELLAN]

United States Military Telegraph,
Washington, D. C., Mch 13, 1862.

Navy Dept

Maj Gen G. B. McClellan
Fairfax C. H.

The Monitor is more than a match for the Merrimac, but she might be disabled in the next encounter.

I cannot advise so great dependence upon her.

Burnside & Goldsborough are very strong for the Chowan river route to Norfolk and I brought up maps, explanation etc. It turns everything & is only 27 miles to Norfolk by two good roads.

Burnside will have Newbern this week.

The Merrimac must go into dock for repairs.

The Monitor may and I think will destroy the Merrimac in the next fight, but this is hope, not certainty.

G. V. Fox
Capt USN

[G. B. McCLELLAN TO G. V. FOX]

Private

Head-Quarters of the Army,
Fairfax C. H. March 14 1 A.M. 1862.

My dear Fox

From all accounts received I have such a lively faith in the gallant little Monitor that I feel that we can trust her—so I have determined on the Fort Monroe

movement. A part of this programme will be the reduction of Yorktown & Gloucester—to effect this rapidly we shall need your help. Can you not under present circumstances bring up some of Dupont's force, as well as some of Goldsborough's gunboats? I shall probably commence embarking today, & by tomorrow be under full headway, so no time is to be lost & I hope you will be able to give us powerful aid.

If you will pardon me for talking about a matter may I venture to repeat a suggestion made to me by the Prince de Joinville this afternoon—probably nothing new—viz that the Monitor should take a long cable (hemp) in tow & by running around the Merrimac endeavor to foul her propellor! To a landsman it seems a good idea. Can't we do something in the way of blocking up the Channel to Norfolk?

Congratulating you on Worden's gallant action.

I am ever your friend

GEO. B. MCCLELLAN

P.S. How soon will the Mystic iron clad ship be finished?

[S. B. LUCE TO G. V. FOX]

Naval Academy
Newport R. I.
March 18th 1862

G. V. Fox Esq
Sir,

I forward to the Department through the Superintendent an official acknowledgement of the receipt of my Commission of the date of March 6th, but I cannot

refrain from thanking you individually for your great kindness to me throughout, and for your countenance & support, without which I could not have succeeded.

My wish now is to obtain active service for which I apply in the usual form.

Very Respectfully Your obt svt

S. B. Luce

Lt. U.S.N.

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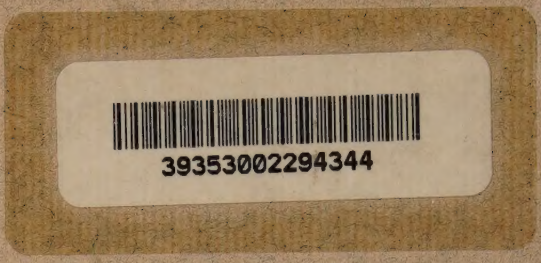
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